

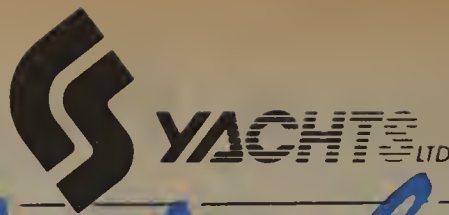
# Latitude 38

VOLUME 127, JANUARY 1988

CIRCULATION: 45,000



BULK RATE  
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# "Oh what a feeling!"

## CRUISER

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## RACER

### Voted #1 For:

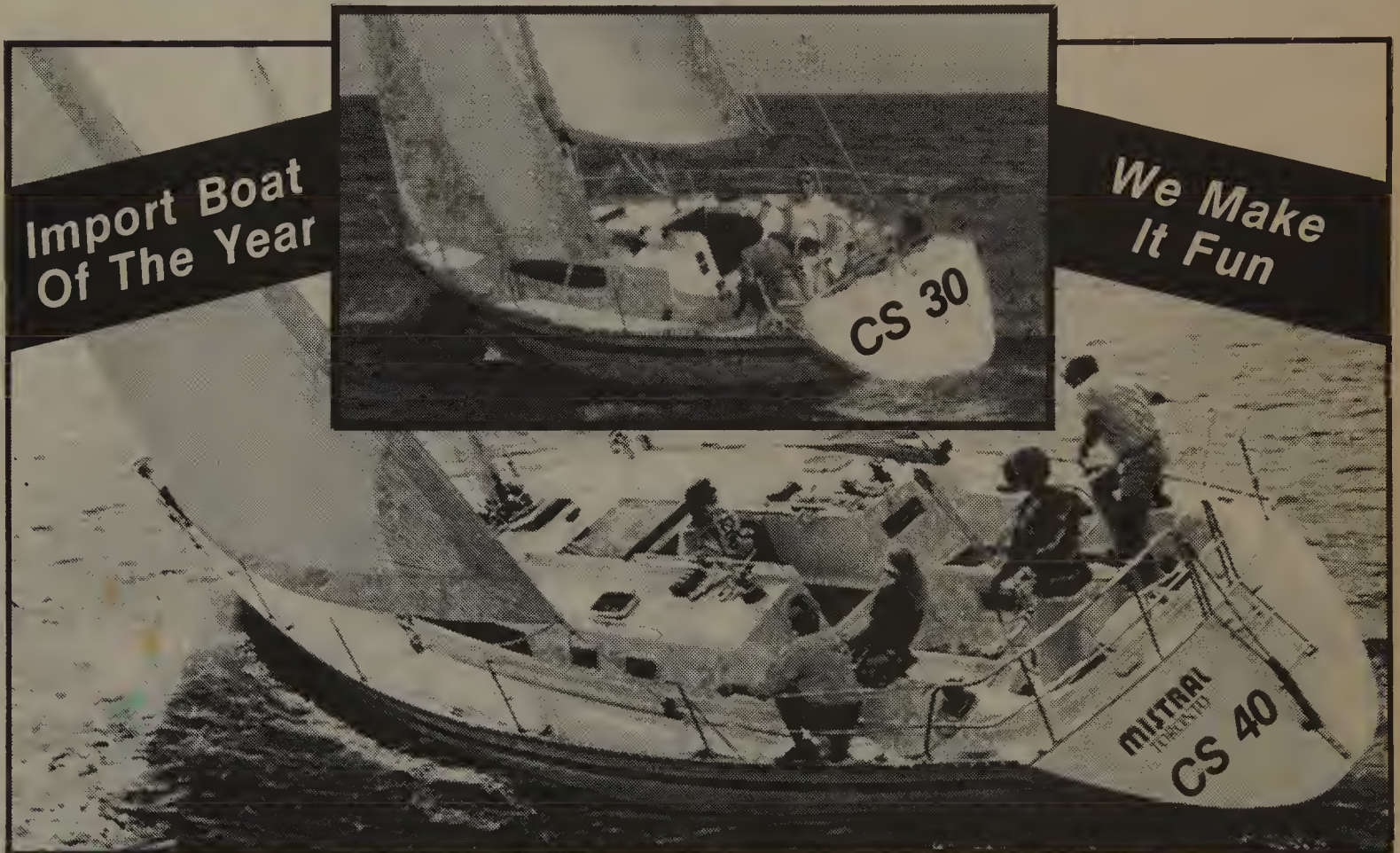
Comfortable interior and cockpit  
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### Fast, proven hulls 30, 36, 40, 44

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Annual D'Anna cup races

Solid rod-steering. Easy, superb handling . . . Nothing sails like a CS!

**6.9% FINANCING\* or \$\$ REBATE DURING JANUARY 1988**



**Import Boat  
Of The Year**

**We Make  
It Fun**

**CS 30**

**CS 33**

**CS 36 MERLIN**

**CS 40**

**CS 44**

### This Month's Pre-Owned **BEST BUYS**

#### 100's of other Listings.

24' C&C	10,100
24' S-2	8,900
25' MERIT	12,500
27' CATALINA race	12,900
27' CS	24,900
27' DUFOUR	23,000



30' S-2. Just in. Aft Cabin Liveboard.

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28' ISLANDER	28,000
33' PEARSON	25,000
36' ISLANDER	46,500
39' FREYA	79,500
40' VALIANT	108,000 was 116,000
40' NEWPORTER	49,500
45' LANCER	125,000

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# What a Treat!

The rest of the Express 37 fleet didn't have a ghost of a chance against Glenn and Gaby Isaacson's "Re-Quest" in the Great Pumpkin Regatta. With unquestionable boat speed, "Re-Quest" won both races in Saturday's one-design competition.

The Isaacson's Pineapple Sails made a monstrous difference in their boat's performance.

What are you going to be this year? We suggest a winner. With the best sails made. Pineapple Sails.

Winter discounts are now in effect.

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January 2-10, 1988**



**"REQUEST"**

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2  
Sails in need of repair may be dropped off at: Svendsen's in Alameda  
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44' FORMOSA. Pacific veteran, ready to go again. Peterson design for performance cruising. \$99,000.



36' ANGLEMAN. Elegant cruising ketch.



36' MODERN. 1000 mile cruising range, like new condition, less than 100 hrs on 125 hp dsl. \$79,000.



57' CHRIS CRAFT. Twin 871 dsls, recent LPU paint, like new in & out. \$199,000/Others.



52' BLUEWATER Sedan Cruiser. Spacious interior, exceptional lines. Aft cockpit, refrig/freezer, modern galley. \$169,000.



44' SWAN. 1974. Like new condition, call for complete inventory. \$165,000.



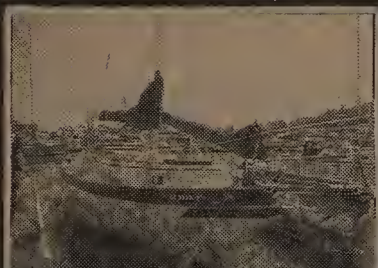
41' FREEPORT. Great liveboard, gen., stays'l / ketch, AP, elec. kitchen, 2 staterooms, 2 heads.



38' C&C. 1980. Looks like new. Loaded! \$76,000.



36' FREEPORT. Cadillac of cruising and performance. \$79,000.



32' DOWNEAST. Roomy comfortable cruising interior, excellent condition. \$42,000.



30' SCOUT. Fiberglass reproduction of a classic, roomy cockpit for fishing/entertaining. Charming. \$44,750.



50' STEPHENS 'Marilee'. Known to brokers everywhere as the best on the Bay. Just back on the market. Asking only \$149,000.



50' GRAND BANKS. 1974. Twin GMC DH637-V8 dsls, 12 kw Onan, AP, Boston Whaler. Reduced to \$175,000.



42' CHRIS CRAFT. Aft cabin, 1964, twin 430 Lincolns, 6.5 kw generator. \$69,500.



37' PEARSON SPORTFISHER. Fiberglass, one new engine, one recently rebuilt 40 mph. \$49,500.

### SAIL BROKERAGE

90' BALTIC ketch	\$200,000
50' TRIMARAN	235,000
50' GULFSTAR	110,000
46' PETERSON	135,000
46' GARDEN	115,000
45' LANCER	149,000
45' GARDEN	127,000
44' ISLANDER	80,000
44' HARDIN	130,000
43' ROGERS	100,000
43' C&C	78,000
41' NEWPORT	79,000
41' MORGAN	85,000
41' PERRY	Inquire
40' PETERSON Isl	83,000
40' CHALLENGER	89,000
39' COLUMBIA	42,000
38' MORGAN	82,000
38' ALAJUELA	85,000
32' WANDERBIRD	29,500
37' ISLANDER	35,000
37' IRWIN	69,000
36' YAMAHA	79,000
36' ISLANDER	54,000
36' FREEPORT (2)	69,000
36' CHEOY LEE (3)	43,000
35' CHEOY LEE	39,000
35' CAL	69,500
34' HUNTER	49,000
33' HUNTER (4)	39,500
32' WESTSAIL	35,000
32' TRAVELER (2)	44,500
31' DUFOUR	58,500
31' CHEOY LEE	29,000
30' TAHITI	49,500
30' S-2	33,000

### POWER BROKERAGE

96' BROWARD '56	\$685,000
70' WILLIAMS '36	125,000
70' HATTERAS '78	895,000
60' STEPHENS '66	275,000
60' NORDLUND '79	550,000
55' CHRIS CRAFT	130,000
50' CHRIS CRAFT	115,000
47' STEPHENS '55	99,000
47' KEN HILL '67	79,000
43' PRESIDENT '83	169,000
42' UNIFLITE '73	140,000
41' PT '80	95,000
41' BELL BUOY	147,000
40' BLUEWATER	92,000
38' CHRIS CRAFT (2)	110,000
38' BAYLINER '84	109,000
37' HUNTER	33,000
36' VEGA '62	44,000
36' STEPHENS '54	27,000
36' GRAND BANKS	69,000
35' VIKING	105,000
35' PT '85	115,000
34' WELLCRAFT '85	99,000
34' CALIFORNIAN '77	69,000
30' SEA RAY	33,000
28' CARVER '85	49,950

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COVER PHOTO: MITCH PERKINS

Some like it cold and wet.

The J/24 *Ceilide* battling the elements on December's Berkeley/Metropolitan YC's Midwinter.

Graphic Design: K. Bengtsson

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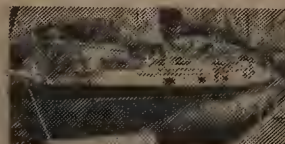
## Bay Area's Best Brokerage Buys



**Newport 30 MKII.** Excellent one-design or cruiser. Die cast. Four sails. Asking \$30,000.



**Pearson 323.** Quality by Pearson. Spic and span. Wheel steering. Great boat for Bay and Coast. Owner anxious. Reduced to \$34,950.



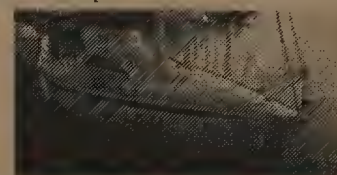
**PEARSON 424.** This comfortable and inviting yacht will make an excellent liveaboard or cruiser. She's fully equipped. Seriously for sale in mint condition. \$125,000.



**Rafiki 37.** Excellent choice for a serious off shore cruiser. SATNAV, refrigeration, auto-pilot. This mexican vet has enjoyed TLC. New epoxy bottom, fresh varnish. Bristol. \$78,000. Sister ship.



**Rafiki 35, 1980.** Extremely well equipped cruiser features diesel, windvane, dodger, loran, auto-pilot, cold plate refer, windlass, furling, etc. Fresh survey and is a great value at \$58,000.



**Yamaha 26, 1984.** Superior quality is reflected in every detail of this yacht. Long inventory includes diesel, dodger, instruments, and 5 bags of Hood. Recent survey calls her a great buy at \$27,500.

57' Steel, Abeking & Rassmussen	225,000	35' Cheoy Lee	55,000
55' Steel Staysail		35' Colombia 10.7	44,500
55' Ketch	385,000	35' Fast 345	52,500
51' Passport, loaded (2)	224,000	35' Mariner Ketch	35,000
48' Cheoy Lee Ketch	125,000	34' O'Day	54,000
47' Formosa 1981	139,000	34' Cal, Very Clean	34,500
47' Passport	225,000	34' Wylie	(2) 48,000
47' Valiant	250,000	33' Wylie, Cold Mold	55,000
46' Island Trdr Ketch	149,000	33' Hunter	41,950
45' Lancer, Motor	125,000	33' Nor'West 33	58,000
45' Brewer, ctr. cockpit	105,000	35' Traveller	43,950
44' Annapolis Classic	60,000	32' Mariner Ketch	34,900
44' Peterson, ctr cockpit	125,000	32' Pearson 323	35,900
43' Rogers, 32.1 TOR	119,000	32' Islander	39,700
42' Pearson 424 (2)	125,000	32' Bénéteau 325	66,000
41' Perry	125,000	30' Islander	26,500
41' Whitby Caribe	55,000	30' Newport	29,800
41' Newport	75,000	30' Pearson	24,000
40' X-1 TON	125,000	30' Catalina	30,000
40' Farr One Ton (2)	115,000	30' Ericson 30+	42,500
40' Bénéteau One Ton(2)	115,000	30' Cal 3-30	31,000
40' Passport	145,000	30' Island Bahama	
41' Morgan (2)	85,000	29' Cal 2-29, Diesel	22,300
40' Lidgard	79,500	28' Ericson 28+	38,950
38' Hood	99,000	28' Islander (3)	28,000
38' C&C Landfall, Loaded	76,500	28' Pearson	31,500
38' Farallone Clipper	35,000	28' San Juan	30,000
38' Catalina, Beautiful	79,000	27' Cal 2-27 (2)	21,000
37' Rafiki Cutter	78,000	27' Cal T-2	11,200
36' Allied Ketch	64,900	27' Nor'Sea (2)	31,900
35' Spencer	40,000	27' Ericson (2)	18,900
35' Santana	54,950	26' Yamaha	27,500
35' Fast	52,500	26' Yamaha	27,500
35' Rafiki	58,000	26' Pearson	16,200
		26' Intl Folkboat	10,000
		23' Ranger	11,000

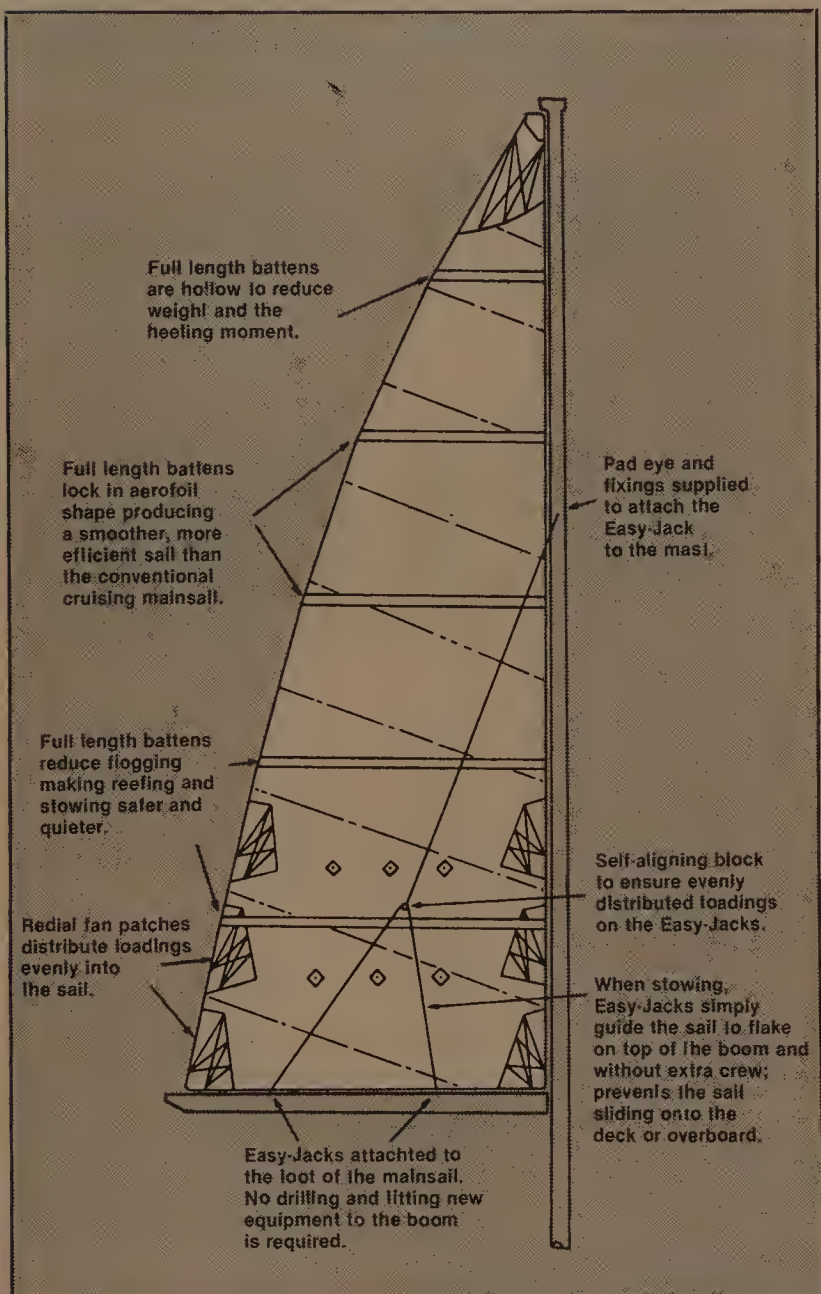
### 3-One Tonners for Sale



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# Easy-Stow Mainsail

## Take the flog out of handling your mainsail with Hood's Easy-Stow



Have you ever been in the situation where you need another pair of hands to reef or stow your mainsail?

Now Hood has developed the Easy-Stow Mainsail, drawing on their experience of shorthanded multihull sailing. The mainsail is your most important sail, used every time you leave the mooring; it needs to be easily handled and reduced efficiently in area as the wind increases. Hood's Easy-Stow dispenses with the need for that extra pair of hands!

When reefing, the full length battens will steady the sail while you handle the lines in the normal way.

And, when you've finished sailing for the day, just lower the halyard and let the Easy-Jacks take the strain; the battens keep the sail between the Easy-Jack lines, which run from mast to boom, without assistance. The sail flakes itself, batten by batten, neatly and quietly on top of the boom. The sail stays on the boom and off the deck, making your family sailing and cruising much more enjoyable.

The Easy-Stow is a fully battened mainsail which retains a constant aerofoil profile over a wider wind range, held in shape by round pultruded fiber glass battens. In true Hood tradition the fabrics used are manufactured to a high specification with soft finish and tight weave for easy of handling and longevity.

Your Easy-Stow Mainsail come complete with Easy-Jacks, self-aligning blocks, battens, etc. The only installation requirement, is the fitting of two pad eyes to the mast.

**EASY-STOW MAINSAIL — THE ULTIMATE IN EASE  
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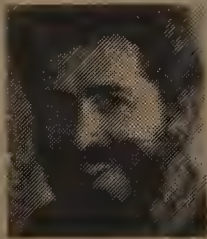


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BOOTH 661-662

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# FIRST 405



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Jean Berret  
Yacht Designer



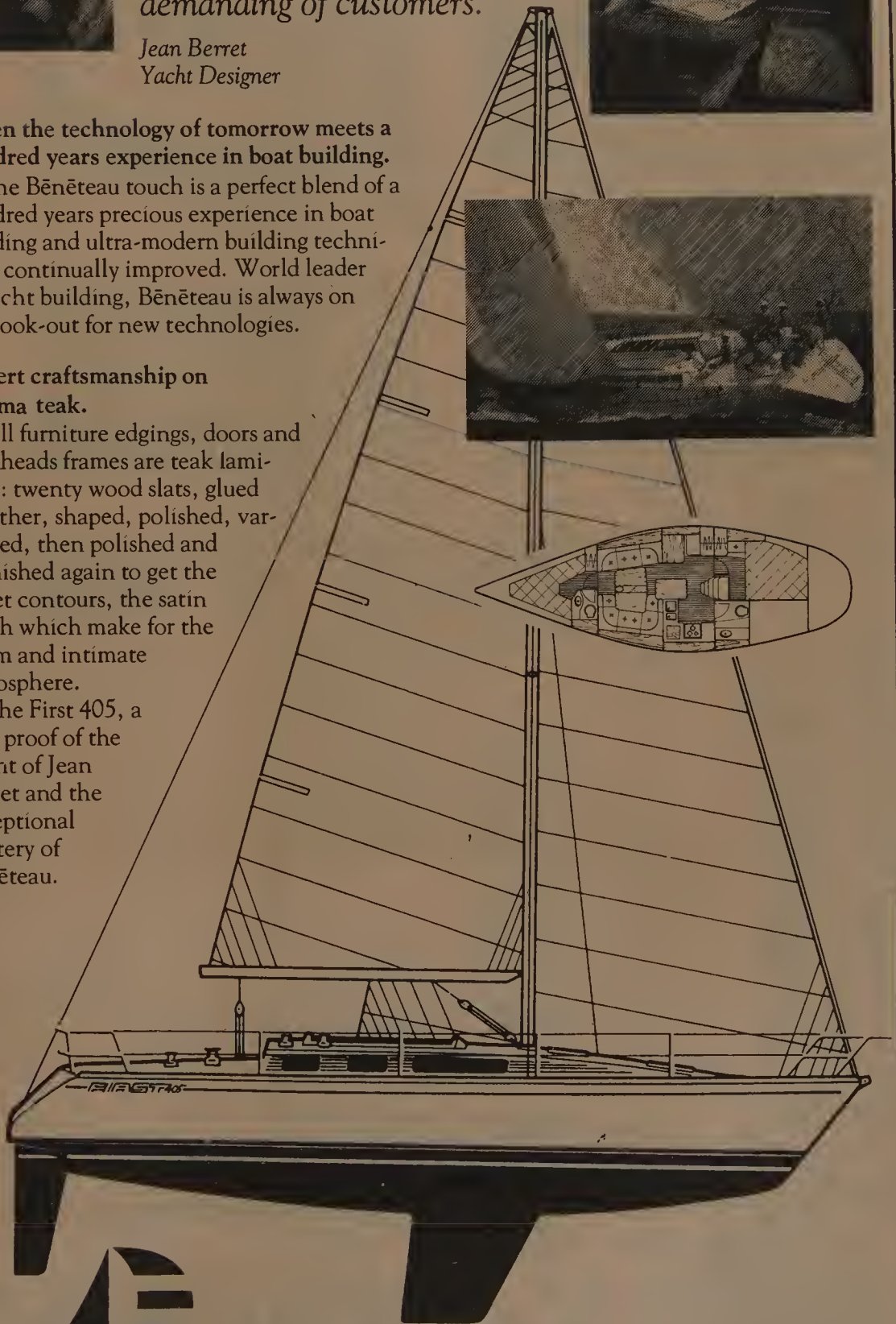
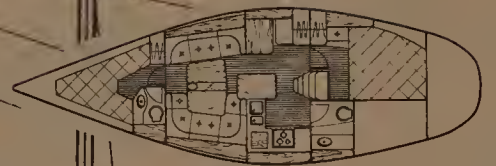
When the technology of tomorrow meets a hundred years experience in boat building.

The Bénéteau touch is a perfect blend of a hundred years precious experience in boat building and ultra-modern building techniques continually improved. World leader in yacht building, Bénéteau is always on the look-out for new technologies.

#### Expert craftsmanship on Burma teak.

All furniture edgings, doors and bulkheads frames are teak laminate: twenty wood slats, glued together, shaped, polished, varnished, then polished and varnished again to get the sweet contours, the satin finish which make for the warm and intimate atmosphere.

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**46' ROSBOROUGH**  
Asking \$105,000/  
Try \$89,000



**SEA EAGLE 46**  
New boat, never sold. In production ten years.  
Try \$100,000



**O'DAY 39 1983**  
Three cabin privacy, like new condition, owner wants offer.  
Try \$69,000



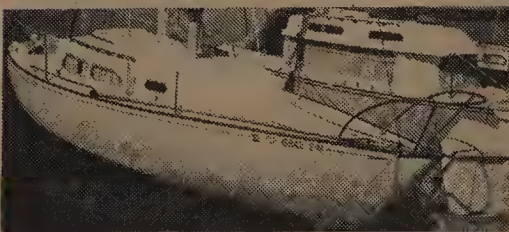
**ISLANDER 28 1984**  
Absolutely like new.  
Try \$27,000



**ERICSON 38**  
1981 aft cabin. One owner boat. Absolutely gorgeous!  
Asking \$69,000  
SISTERSHIP



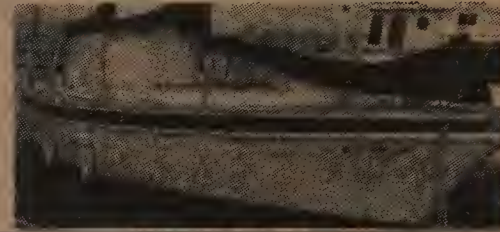
**WESTSAIL 39 1980**  
Bob Perry design, cruiser/liveaboard, excellent condition. Must see!  
Try \$65,000



**RANGER 26**  
Very attractive boat with good gear, owner says  
\$8,800!!!



**UNION 32 1984**  
Excellent condition.  
Asking \$55,000



**MORGAN 41 1982**  
Radar, SatNav, AP, vane, dodger, roller furler.  
Asking \$95,000!!

## 175 BOATS AT OUR DOCKS

46' SEA EAGLE . . . . . 1985	124,000	35' CHALLENGER kitch . . . 1977	53,000	30' PACIFIC . . . . . 1971	11,500	27' GAFF cutter . . . . . 1970	8,000
46' ROSBOROUGH scoo . . . 1980	125,000	35' CAL . . . . . 1980	68,500	30' NEWPORT . . . . . 1976	29,000	27' CORONADO . . . . . (2)	10,000
45' GARDEN ketch . . . . . 1970	60,000	35' C&C . . . . . 1984	89,500	30' ISLANDER . . . . . 1974	28,300	27' CHEOY LEE . . . . . 1965	17,000
42' PEARSON . . . . . 1981	125,000	34' WYLIE . . . . . 1981	47,500	30' ISLANDER BAHAMA . . . (2)	29,500	27' CATALINA . . . . . (3)	15,500
42' PEARSON 42.4 . . . . . 1981	119,500	34' PEARSON . . . . . (2)	69,900	30' ILWACO . . . . . 1955	15,500	27' C&C . . . . . 1981	26,500
42' EXCALIBUR . . . . . 1981	119,000	34' NORTH COAST . . . . . 1981	46,000	30' HUNTER . . . . . 1977	34,000	26' 8AL80A . . . . . 1980	14,500
41' MORGAN . . . . . 1987	85,000	34' FAST . . . . . 1984	52,500	30' ERICSON . . . . . (4)	22,500	26' TARTAN . . . . . 1973	18,000
41' MORGAN O/I . . . . . 1982	95,000	34' CAL . . . . . (3)	32,000	30' COLUMBIA . . . . . 1972	25,000	26' SEAFARER . . . . . 1978	15,000
40' PEARSON . . . . . 1980	93,500	34' CAL III . . . . . 1975	47,500	30' C&C MEGA . . . . . 1979	13,500	26' RANGER . . . . . (3)	10,000
40' MOTIVA . . . . . 1981	90,000	33' YAMAHA . . . . . 1978	39,750	29' COLUMBIA MKII . . . . . 1978	24,000	26' PEARSON . . . . . (2)	10,500
40' CHALLENGER . . . . . 1973	69,500	33' YAMAHA . . . . . 1978	35,000	29' RANGER . . . . . 1972	21,000	26' MERIDIAN . . . . . 1975	Inquire
40' CHALLENGER kitch . . . 1973	79,500	33' PETERSON . . . . . (2)	42,000	29' POINTEN . . . . . 1977	32,000	26' COLUMBIA . . . . . 1970	9,850
39' WESTSAIL . . . . . 1980	85,000	33' NORWEST yachts . . . 1981	58,000	29' J/80ATS . . . . . 1982	37,500	26' CHEOY LEE . . . . . 1964	17,000
39' O'DAY . . . . . 1983	92,000	32' VALIANT . . . . . (2)	65,000	29' ERICSON . . . . . (2)	25,000	26' BALBOA . . . . . 10,500	
39' FOLKES . . . . . 1983	69,000	32' UNION . . . . . 1982	59,500	29' COLUMBIA . . . . . 1977	20,000	25' PEARSON ARIEL . . . . . 1962	6,500
38' KETTENBURG . . . . . 1954	18,000	32' PEARSON . . . . . 1977	42,800	29' CASCADE . . . . . 1967	31,000	25' O'DAY . . . . . 1978	9,950
38' ERICSON . . . . . 1981	95,000	32' PEARSON 32-3 . . . . .	51,000	29' CAL . . . . . (2)	19,500	25' KIRBY . . . . . 1979	11,950
38' CATALINA . . . . . (4)	55,000	32' FUJI . . . . . 1976	45,000	29' BRISTOL 29.9 . . . . . 1967	29,000	25' ERICSON . . . . . 1974	11,900
38' C&C Londfoll . . . . . 1980	65,000	32' ERICSON . . . . . 1972	29,500	28' SEAFARER - Rong . . . . . 1960	12,500	25' CORONADO . . . . . 1967	6,000
37' O'DAY . . . . . 1980	64,000	32' CHALLENGER . . . . . 1974	39,500	28' ROYAL cruiser . . . . . 1970	24,500	25' CHEOY LEE . . . . . 1962	9,500
37' HUNTER . . . . . 1980	65,000	32' ARIES . . . . . 1979	35,900	28' RANGER . . . . . 1974	19,500	25' CATALINA . . . . . (2)	11,900
36' ISLANDER . . . . . (5)	42,000	32' ALOHA . . . . . (2)	60,000	28' PEARSON . . . . . 1977	24,500	24' GLADIATOR . . . . . 1965	7,000
36' CHEOY LEE . . . . . 1973	59,500	31' SEA EAGLE . . . . . 1980	47,000	28' ISLANDER . . . . . 1984	31,000	23' COLUMBIA . . . . . 1975	5,995
36' CHINOOK . . . . . 1969	30,000	31' PEARSON sloop . . . . . 1978	37,000	28' ISLANDER BAHAMA . . . 1978	30,000	22' COLUMBIA . . . . . 1968	2,500
35' SPENCER boots . . . . . 1965	45,000	31' ERICSON . . . . . 1977	49,500	28' COLUMBIA . . . . . 1969	15,000	22' CHRYSLER . . . . . 1976	6,500
35' SANTANA . . . . . 1979	55,000	31' CHEOY LEE . . . . . 1969	26,500	28' CAL . . . . . 1968	13,000	21' YNGLING . . . . . 1984	8,000
35' SANTANA . . . . . 1981	59,500	31' C&C . . . . . 1975	37,000	28' ALBIN MARINE . . . . . 1981	34,500	17' MacGREGOR . . . . . 1973	3,000
35' FUJI . . . . . 1976	45,000	31' ANGLEMAN . . . . . 1966	34,000	27' TARTAN . . . . . 1976	15,000	13' SUN FISH . . . . . 1980	750
35' ERICSON . . . . . (3)	34,750	31' ALLMAND yachts . . . . . 1982	39,000	27' SUDDEN MULL cstm . . . 1976	17,000	12' DYER . . . . . 1986	1,650
35' COLUMBIA . . . . . 1978	44,500	30' PALMER JOHNSON . . . 1972	35,000	27' SANTANA . . . . . 1972	14,500		



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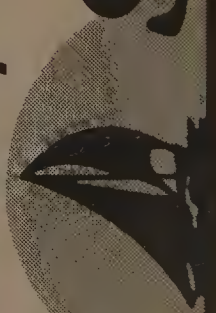
"we go where the wind blows"

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P.O. BOX 1678, SAUSALITO, CA 94966  
(415) 383-8200

# USED BOAT SHOW WE NEED YOUR BOAT!!

Call today to reserve space. Largest Used Boat Show on the West Coast



## Sunset Yachts

OUR 8TH USED BOAT SHOW  
STARTS MARCH 1988

3310 Powell Street, Emeryville

(415) 654-9185

# NEW DEALERS FOR ISLAND PACKET 27-31-38



**HALBERG RASSY 42** 1985 Swedish beauty. Mahogany interior is pure Scandinavian class. By one of the world's first rate builders, this one has pages of off-shore gear. \$189,500.



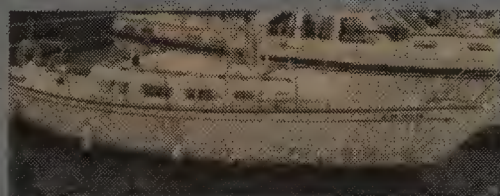
**IRWIN 52** Huge and bristol Caribbean charter queen. Spacious, comfortable cruising. Fully equipped, sails, furling jib, complete electronics and safety equipment. Ready to go. \$145,000.



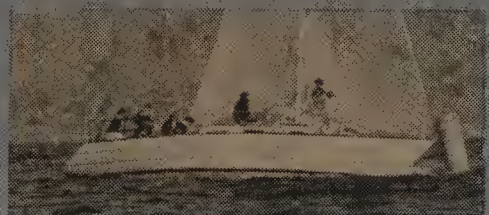
**ISLANDER 30 MKII** Sail controls lead aft, wheel steering, dsl, 90%, 110%, (2) mains, spinnaker. Islander quality & very motivated seller. a steal at \$21,900.



**MERIT 22** Easily trailerred to any lake or bay on the continent. Completely equipped with every go-fast gizmo tackle the best racing fleet anywhere! \$12,900.



**RANGER 33** A Gary Mull classic that sails great and will always look great. This one has been beautifully prepared to sell. \$35,900.



**SANTANA 35** Join one of the most active and skillful racing fleets on the Bay. Owner has a new boat & is very eager to sell. Bring any offer.



**WESTSAIL 43** Custom built in 1976 for the V.P. of Quality Control for Westsail. Steel reinforced bow, insulated hull and deck, ash overhead, cedar lockers, oversized rigging. \$104,900.



**DEFENDER 29** The immaculate restoration is better than new on this plastic fantastic classic. \$18,750.



**GULFSTAR 37** Excellent condition inside/out, all new standing rigging, VHF, depth w/ alarm, h&c pressure water w/ shower/refrigeration, great galley & sit down nav station. \$69,500.



**PACIFIC 38** Custom-built in NZ & sailed over. Big teak decks, pilot, SSB, vane, deep freeze, avion and beautiful custom interior. \$69,500.



**GULFSTAR 43** Complete 6k epoxy underbody, new interior cushion covers — now a drastic asking price reduction. This is a versatile, proven cruiser/liveaboard. \$79,500.



**MORGAN 32** With 11.5 beam this is a spacious 32 with full cruise gear — she's already seen the Bahamas. Five sails including spinnaker. \$39,900.

## SELECTED SAIL BROKERAGE

21' FREEDOM	(2)	13,900
23' AQUARIUS		4,950
25' CATALINA		14,900
25' CUSTOM BAHAMA		17,900
25' HUNTER		14,900
25' FREEDOM	(2)	21,900
26' PEARSON ARIEL		9,500
26' COLUMBIA		11,500
26' PEARSON		15,500
26' CONTESSA		20,000
27' ERICSON		18,950
27' H-27		12,900
27' NEWPORT		17,000
27' PAC. SEACRAFT ORION		43,900
27' CAL 2-27		17,500
27' CATALINA		19,500
27' SUN		17,500
28' PEARSON		45,900
28' RHODES RANGER		14,950
28' TAIPAN		19,500
28' RANGER		22,000
29' ERICSON		19,900
29' CASCADE		20,000
29' COLUMBIA Defender		19,500
30' WILDERNESS		Offers
30' PEARSON 303		45,900
30' RAWSON		21,500
30' ERICSON		27,500
30' COLD-MOLDED MULL		32,750
30' S-2		44,000
30' BABA		65,000
31' MARIAH		46,000
31' HALBERG RASSEY		47,000
32' MOWER KNOCKABOUT		14,000
32' TRAVELLER		39,500
32' WESTSAIL	(3)	59,000
32' VALIANT	SC	59,500
33' FREEDOM		79,500
33' MORGAN OUTISLAND		44,950
33' TARTAN 10	(2)	24,900
34' CHINOOK		19,500
34' FISHER P.H.		115,000
35' COLUMBIA 10,7		44,500
35' GARDEN Ketch		34,950
35' BRISTOL		63,000
35' C&C LANDFALL		82,500
36' ISLANDER		42,000
36' ANGLEMAN Ketch		55,000
37' SOVEREL Cruising		25,000
37' ISLANDER		42,000
37' TRISMUS		58,000
37' BALTIC		99,500
38' C&C LANDFALL		76,500
39' FREYA	(2)	79,500
39' FREEDOM EXPRESS	SC	125,000
40' NICHOLSON		120,000
41' MORGAN OUTISLAND		85,000
42' GARDEN Ketch		105,000
43' HANS CHRISTIAN trad.		125,000
44' PETERSON		109,000
44' FREEDOM	(2)	130,000
44' LANCER Motorsailer		139,500
45' EXPLORER		110,000
45' FUJI		124,900
45' BREWER Ketch		99,500
45' LANCER Motorsailer		149,000
47' SPARKMAN&STEPHENS		149,500
48' STEEL P.H. Ketch		250,000
50' PRIMROSE		68,000
50' CUSTOM Steel		240,000

## SELECT POWER BROKERAGE

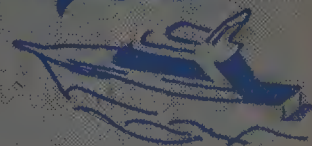
23' THUNDERBIRD	Offers
50' OCEAN ALEXANDER	365,000
58' HATTERAS	450,000

# Cruising World Yachts

2415 Mariner Square Dr., Alameda, CA 94501 (415) 521-1929

2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422

FAX: (415) 522-6198



# IF IT FLOATS, FLIRTS OR FLIES IT'S BUILT RIGHT IN THE U.S.

So much has been written about American Industry's inability to produce ingenious, attractive, quality products that "Buy American" has almost become a hollow, patriotic jingle. But consider some things that are *really* difficult to do right: Chances are good you've never flown in a foreign built jet. Chances are, you haven't inspected the American built yachts we're sailing. See us at the Cow Palace. We'll show you something Americans do better than anybody.



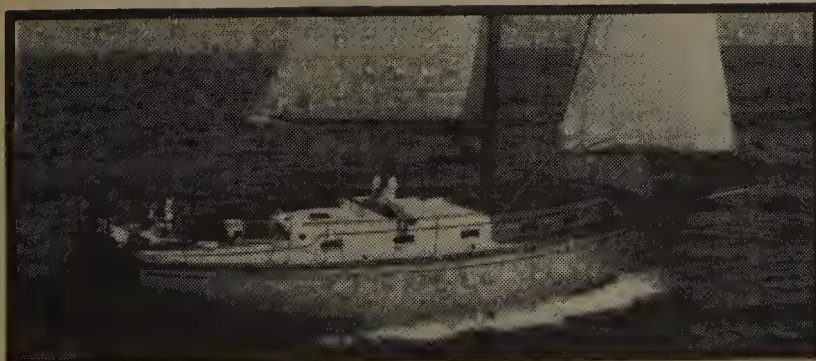
## FREEDOM YACHTS

You can safely measure the success of a product by the number of imitators trying to catch up. Pick up any sailing magazine today and you will see various pieces of the Freedom concept touted by any number of builders and vendors. Only Freedom Yachts are the complete Freedom.



## PACIFIC SEACRAFT\*

Look at Pacific Seacraft's twelve point guide to yacht selection. It is a knowledgeable discussion of construction details, righting factors, materials selection, payload capacities . . . this is a serious cruising yacht builder with deep roots in tradition, producing a beautiful product.

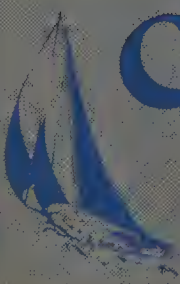


## ISLAND PACKET\*

The focus at Island Packet is very clear: Standard equipment list is huge, options are few. No detail is overlooked, everything works perfectly when it leaves the factory. The President of the company is involved in every detail — from design to white glove inspection. Foreign car builders have understood this formula for years. Island Packet has it down to an art.

\*ALAMEDA ONLY

AT THE S.F. SPORTS & BOAT SHOW, COW PALACE, JANUARY 8-17. SEE THE FREEDOM 36,  
PACIFIC SEACRAFT 31, ISLAND PACKET 31, CRUISERS INC. 31, 33 & 42



# Cruising World Yachts

2415 Mariner Square Dr., Alameda, CA 94501 (415) 521-1929  
2505 W. Pacific Coast Highway, Newport Beach, CA 92663 (714) 548-1422  
FAX: (415) 522-6198



# EVINRUDE



## BOAT SHOW SPECIALS 1988 MOTORS

# 20%

OFF RETAIL  
TIE UP TO  
EVINRUDE-OMC  
RELIABILITY



# 15%

OFF RETAIL  
**AVON** 

"The Unbeatable Inflatable"  
10 Year Warranty

## OUTBOARD SERVICE

Get Quick Service Now  
Avoid the Spring Rush  
and Long Waits

**10% OFF SERVICE LABOR**

with this ad during January & February, 1988

**OPEN SOON IN FREMONT  
AT 41945 ALBRAE ST.**

JUST SOUTH OF STEVENSON

SEE OUR NEW WINNER BOAT LINE

## THE OUTBOARD MOTOR SHOP

FACTORY TRAINED  
AND AUTHORIZED SERVICE FOR  
JOHNSON — EVINRUDE — OMC —  
and COBRA Sterndrives

2024 San Pablo Avenue, Oakland, CA 94612  
Oldest Evinrude Dealer in the West (415) 451-2000

# The Boater's Friend

Largest  
Assortment of  
Used and New  
Domestic and Imported  
BOAT GEAR

Hardware  
Tools  
Supplies  
Traditional  
Bronze-Fittings  
A Specialty



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Spartan, Nautilus and  
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John Tucker, Manager



## Leading edge sails

FINEST IN CUSTOM RACING  
AND CRUISING SAILS

1125 north amphlett  
san mateo ca 94401  
(Across 101 from Coyote Point)

# 415 347 0795

# DON'T GAMBLE

Let's be honest — the purchase of a boat is not an every day affair for your average sailor. The purchase of your *next* boat represents the culmination of dreaming, studying — and for some — a bit of saving. So why would you take a chance? Shouldn't you buy a sure thing?

## NORDIC . . . *the sure thing.*

For many years Nordic Yachts has been building hand-crafted yachts of the highest acclaim in Bellingham, Washington, and their reputation is well-deserved. The boats have the look of a modern racer but don't let that scare you away for that is only the pedigree. Down below, you will find a yacht that is built for comfort; but, more importantly, you will find a beautifully finished yacht built *by* sailors *for* sailors. Strange as it may sound, some boats are put together by people who do not have a clue as to what they are building or how it is to be used, so don't take a chance.



Now, more than ever, it is important to realize that the price you pay for something should be based on the quality of the product — *not* the exchange rate. Don't risk paying too much just because of the fluctuating dollar. Today a new Nordic represents the best value bar none. For example: A fully commissioned Nordic 40 costs \$18,000 less than a Passport 40 and \$39,000 less than the Norseman 40. You can even buy a Nordic 40 for the same price as a Sabre 38!

Let our 19 years of experience in the boat business on San Francisco Bay guide you through the process of obtaining the proper yacht for your needs. And, more importantly, be assured — when you're working with the Nordic / City Yachts team it's a sure thing. There is no gamble involved.

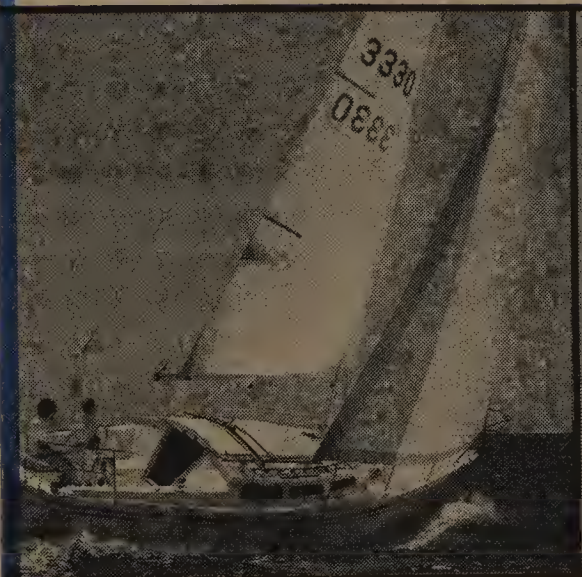
*Cityyachts*

Foot of Laguna Street  
San Francisco, CA 94124  
(415) 567-8800

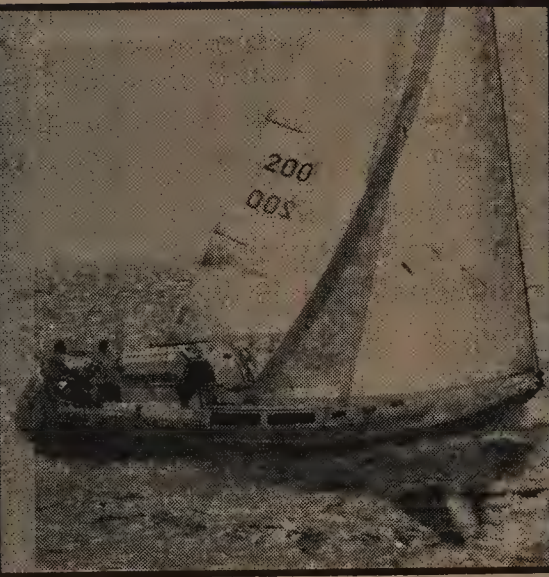
# **Catalina** *Yachts*

SEE YOU AT  
THE COW PALACE BOAT SHOW  
JANUARY 8-17

## **THE SAILOR'S CHOICE**



CATALINA 30



CATALINA 34



CATALINA 36

### **O'Neill's Yachts Invites You to Join the Rapidly Growing Monterey Bay Fleet of Catalina Yachts**

Catalina has become one of America's premier yacht builders due to its ability to provide a unique blend of comfort, performance and value. On all of the Catalina yachts you will find an unsurpassed combination of features to satisfy the most discriminating sailor. On the 30, 34 and 36 you will find spacious, well lit, stand up galleys, efficient deck layouts for ease of handling, modern performance hulls, solidly engineered construction and much more to provide you with the kind of sailing you look forward to. Catalina's are affordable and have value that lasts. Call us for a test sail.

**O'Neill Yachts — Providing a Consistent Quality  
Boat Dealership to Monterey Bay**



**222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062 • (408) 476-5202**

# YES, WE DO WINDOWS

Sometimes, the power of advertising is only the power to shoot yourself in the foot. We may have given ourselves at least a glancing blow recently with our continued emphasis in this space on our first love of custom boat building. Certainly we do love it and do believe that building boats should be the heart and soul of any real boat yard, especially one established 135 years ago.

But that's not all we do. Let us repeat, *that is not all we do.*

We are a full service boat yard. We can haul your boat out with our 50 ton travelift, bottom wash, prepare for paint and paint. And by the way, we think we know the ins and outs of modern paints and bottoms better than most anyone else, and we'll be glad to discuss this dark science with you at length.

We have a full machine shop. We do expert mechanical and electrical work, welding, fiberglass repair, and sand blasting.

We also have a full mill and wood shop, and not only for building boats. We have our own sources of special woods, and can duplicate or originate the finest trim craftsmanship.

In addition to our travelift, we have a three ton overhead crane — and for hauling out the biggest vessels, and also the more fragile and valuable wooden boats of the past, we have a fully operational 250 ton marine railway.

So, we can accomodate any boat — wood or fiberglass, single or multihull — up to 29.5 ft beam, 14 ft draft and 130 ft in length. And we can do absolutely anything that a boat needs, from a simple bottom wash on up.

What we do *not* have at Stone Boat Yard are the cheapest rates in the Bay area — but we do believe you will find us competitively priced for the quality of work we are able to provide.

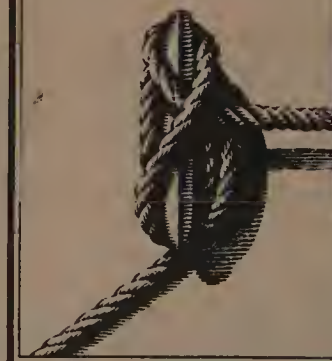


*Neville Roddie finishing up our replacement of the 4000 hp Captain Jack's entire stern tube assembly.*

More than building boats for 135 years, Stone Boat Yard has been maintaining boats and rebuilding boats and restoring boats, of all kinds and types, big and small, wood and fiberglass and steel and whatever. The people who work here know boats, and we work so that we're sure we have a satisfied and loyal group of customers. We invite you to become one, whatever your boat happens to need; Stone Boat Yard can handle it, no matter how major — or how minor.

And, of course, if anybody wants a boat *built* . . .

STONE  
BOAT YARD



2517 Blanding Avenue  
Alameda, CA 94501  
(415) 523-3030

# ANACAPA MARINE SERVICES

## Welcomes Cruisers!

Channel Islands Harbor

- ★ Full Service Paved Boat Yard
- ★ Machine Shop/ Complete Rigging
- ★ Prop & Shaft Repairs Full Chandlery
- ★ Complete Electrical Service/Installations Repairs
- ★ Perkins Dealers
- ★ All-Weather Harbor Entrance



- ★ Nine Chandleries & Electronics Shops In Vicinity
- ★ Slips Available For In-The-Water Repairs & Provisioning
- ★ Transportation Available For Provisioning
- ★ Nearby Shopping & Price Club (discount provisions)
- ★ Do-It-Yourselfers Welcome

★ COURTEOUS STAFF ★ 13 YEARS OF EXPERIENCE IN ALL ASPECTS OF BOAT REPAIR & MAINTENANCE ★ OPEN 7 DAYS A WEEK ★

3203 S. VICTORIA AVENUE, CHANNEL ISLANDS HARBOR

**(805) 985-1818**

### AUTOPILOTS

AUTOHELM 6000...prices on request  
MODEL 800, 1000, 3000...from \$288.  
WHEELMASTER .....\$695.  
TILLERMASTER.....\$440.  
KING power boat (mech).....\$550.

### BINOCULARS

FUJINON MTRC-SX w/compass...\$401.  
FUJINON MTR-SX, 7x50.....\$347.  
STEINER 7x50 pilot sport #176...\$255.  
STEINER 7x50 Commander #375...\$585.  
STEINER 8x30 pilot #181.....\$143.

### DEPTH SOUNDERS

SITEX flasher, FL-5.....\$273.  
SITEX flasher, FL-7.....180.  
SMR-ST MARK II.....\$105.

### LORAN C

DATAMARINE SCOUT, best value\$565.  
MICROLOGIC EXPLORER.....\$695.  
MICROLOGIC 8000, the best ....\$988.  
KING 8002.....\$740.

### RADIO DIRECTION FINDER

LOKATA 7, digital dial.....\$325.

### RADAR

RAY JEFFERSON Lookout.....\$1485.  
VIGIL RM 16 miles.....from \$2184.  
VIGIL RX 24 miles.....from \$2822.

## JANUARY SPECIALS

*(Deduct 3% for cash or check purchases)*

### EPIRB

EXCELATRON ELB-502.....\$195.

### SATNAV

VIGIL RM, compact.....\$850.  
VIGIL RX.....\$1479.  
SI-TEX A310.....\$1184.

### SINGLE SIDEBAND

ICOM M-700, SSB.....\$1763.  
ICOM AT-120, auto coupler.....\$799.  
ICOM M-700 w/AT-120.....\$2523.  
SEA 222.....\$1650.  
SEA 1612B, auto coupler.....\$775.  
SEA 222 w/1612B.....\$2300.

## CHRIS BOCK INSTRUMENTS

13011 West Washington Blvd.,  
Los Angeles, CA 90066

**(213) 823-2322**

### SEXTANTS

FREIBERGER yacht.....\$365.  
FREIBERGER drum.....\$456.  
TAMAYA Venus.....\$603.  
TAMAYA Jupiter 4x + 7x scope...\$845.  
TAMAYA Spica, the best.....\$977.

### STEREO by COMBISOUND

MODEL 1001.....\$105.  
MODEL 1002.....\$143.  
MODEL 1003.....\$240.00  
(new phase II includes speakers)

### WARNING DEVICES

TAMAYA radar check.....\$112.  
COMBI Watchman radar detector\$289.

### VHF RADIOS

ICOM M-8.....\$312.  
ICOM M-5.....\$393.  
SEABOY HR80.....\$183.  
ICOM M55.....\$362.

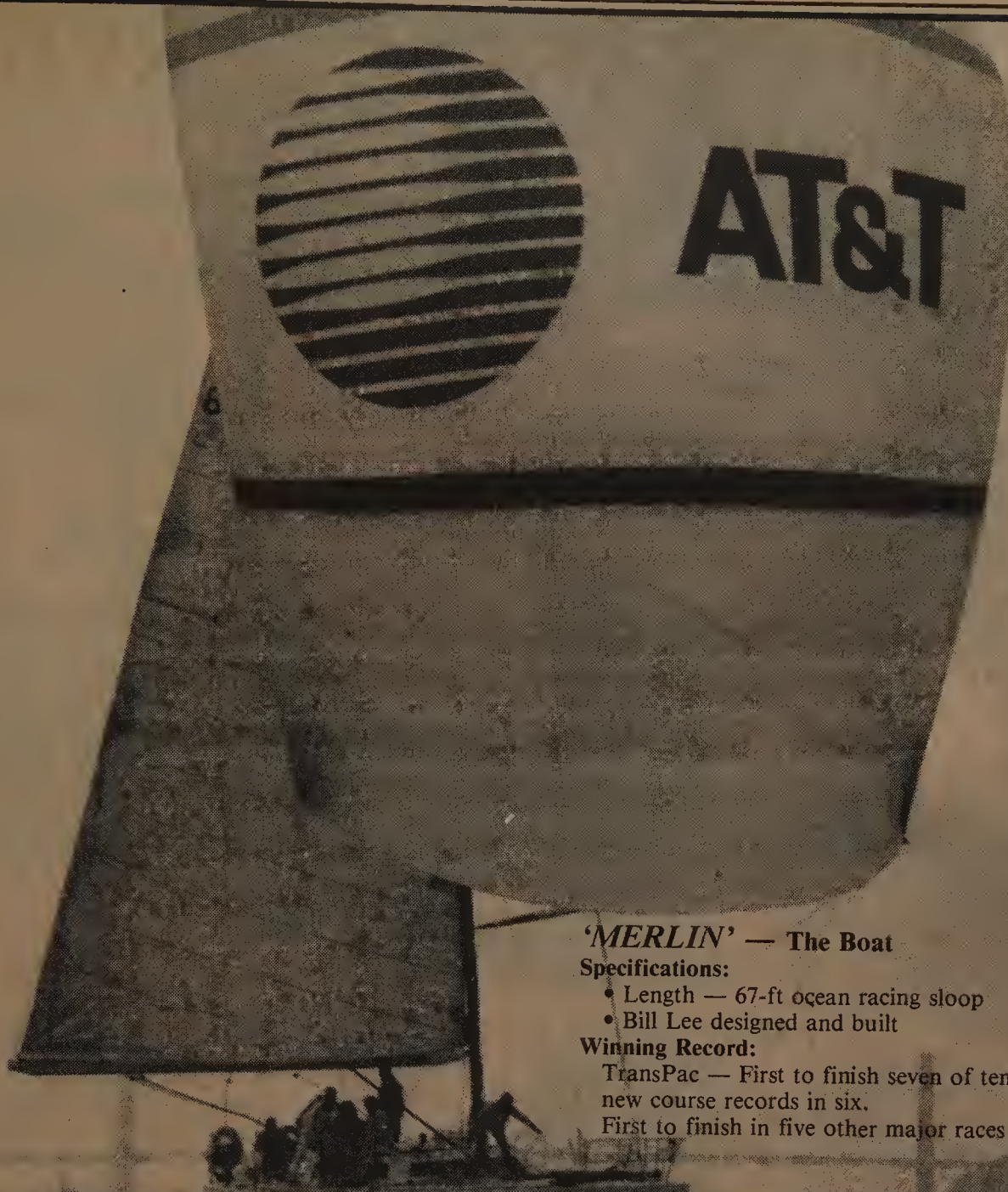
### WEATHER INSTRUMENTS

SEAFAX 2000 auto weather chart  
recorder with printer.....\$1275.

### WIND VANE STEERERS

NAVIK, for tiller boats....on request  
ATOMS large & small....on request  
LEVANTER aux. rudder 350.on request  
LEVANTER aux. rudder 450.on request  
ARIES, fixed and lift up....on request

Prices are limited to inventory on hand and may change without notice. Phone and place orders ahead of time.



### 'MERLIN' — The Boat

#### Specifications:

- Length — 67-ft ocean racing sloop
- Bill Lee designed and built

#### Winning Record:

TransPac — First to finish seven of ten starts, new course records in six.  
First to finish in five other major races

### MERLIN® — The Communications System

#### Specifications:

- MERLIN® Plus System — up to 8 lines/20 telephones
- MERLIN® II System — up to 32 lines/72 telephones, Digital Capability
- AT&T designed and built

#### Winning Record:

Currently helping provide a competitive edge for tens of thousands of Bay Area Businesses.

**SPECIAL OFFER!** Following your no obligation consultation a "MERLIN — THE BOAT" pullover shirt in your size will be immediately sent to you. It's a winner on land or sea.



**FREE AT&T CONSULTATION!** Send in the coupon for a free consultation by an AT&T Business Navigator. Discover how the MERLIN® Communications System can help you successfully skipper your business and be a leader in today's competitive environment.

I MAY WANT TO  
CAPTAIN THE MERLIN® Communications System

Send to: AT&T 300 Lakeside Dr., Ninth Floor, Oakland, CA 94612

Name: \_\_\_\_\_

Business: \_\_\_\_\_

Position: \_\_\_\_\_

Business Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Business Tel No: \_\_\_\_\_

My present communications system has \_\_\_\_\_ incoming lines and \_\_\_\_\_ telephones.

# ENSURE A HAPPY NEW YEAR WITH HAULOUT HAPPINESS at Seabreeze Boatyard

Best Buy  
On The  
Bay!

Compare Our  
**BIG BOAT SPECIAL**  
to any other  
boatyard

**ONLY**  
**\$3.75**

**PER FOOT**  
for boats 30' and over  
\$4.00 per foot under 30'

Materials and prep.  
extra as necessary

**INCLUDING...**

## Haulout Cost Comparison Checklist

	Seabreeze	Other Yard
* Haulout	\$3.75 / ft	
Pressure Wash	incl.	
Block & Cradle	incl.	
Survey & Report of work needed	incl.	
Advice	incl.	
** Labor for one good coat of bottom paint	incl.	
Launch	incl.	
*** Laydays	incl.	
Other Services		

### BOTTOM LINE

\* for boats 30' and over - boats under 30' - \$4. per foot  
\*\* materials and prep as necessary  
\*\*\* laydays FREE when yard does work. "Day-out" and "Day-in" always FREE.  
Extra time needed by client additional as necessary

"I personally direct and inspect  
each job from start to finish to  
ensure top quality work, attention to  
detail and your Haulout Happiness"

-Yard proprietor Michael Craig

HAULOUTS CAN BE FUN

COME TO  
**SEABREEZE BOATYARD**  
FOR HAULOUT HAPPINESS

We feature Z-Spar and other top quality marine products

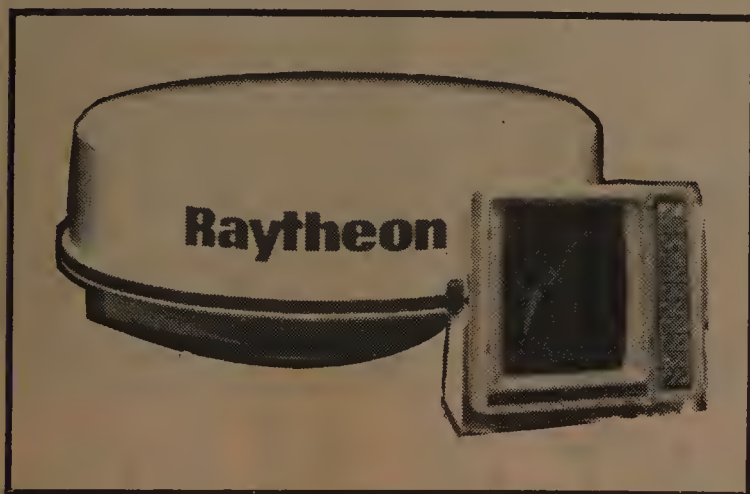
**(415) 832-4571 / 832-3675**  
280- 6th Avenue, Oakland, CA 94606  
At the Embarcadero On The Estuary

# Raytheon

A totally new way  
to look at radar

## R40 RADAR:

Magnetic bearings,  
graphic waypoint,  
steering guidance.



This incredible radar combines a new operating system with the very latest space-age LSI-circuit miniaturization . . . to give you more navigation information than ever before, on a super-bright ten-inch diagonal screen.

- Exclusive 4-mode operation includes Standard; Magnetic; Navigation; and Waypoint when connected to a Loran-C receiver having properly formatted NMEA 0182/0183 protocols
- Marks selected Loran waypoint, gives its range and bearing, and provides CDI steering guidance
- Provides magnetically-stabilized target bearings which greatly simplify navigation
- (2) EBL's
- (2) VRM's
- SeaGuard
- 24-nm range
- Extensive on-screen readouts of navigation and operating data
- Low-noise front end receiver enhances target detection
- Target expander
- Interference rejection
- Picture freeze
- Powerful 3-kW transmitter
- 4° horizontal beamwidth
- Low-profile, ultra-light radome (20.9 lbs) contains advanced printed-circuit antenna
- Two-year limited warranty

**Special Pricing**

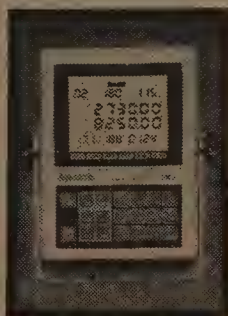
## THE GREAT

# Apelco

## LORAN SALE



The **DXL6600-SEE** Loran. Combines full navigation features with a track plotter that lets you watch your progress and position in relation to a computer generated chart display. Chart scale zooms from 2NM to 100NM. Certainly the Loran of the future!



**DXL-6100** You'll be hard pressed to find a better Loran than the DXL-6100 at any price. It features 100 way point functions, totally automatic and its weatherproof. Numerous pages of data, auto notch filters, ASF & GRI select and NMEA outputs are standard.



**DXL-6000** The price can't be beat on the DXL-6000. Fully automatic aquisition, lat/lon readout, notch filters, alarms, ASF. Larger numerics and easy to use and understand keyboard. Truly the best Loran value.

There has never been  
lower prices for "first cabin"  
equipment and product support.

**Look for us at the  
Moscone Boat Show,  
January 2-10**



## BAYTRONICS CORPORATION

2228 LIVINGSTON • OAKLAND, CA 94606

**(415) 533-5300**

# BERKELEY MARINE CENTER



**... IF YOU WANT IT ALL!!**

- |  |  |
|--|--|
| <input type="checkbox"/> Convenient Location             | <input type="checkbox"/> Dry Storage                         |
| <input type="checkbox"/> Expert Craftsmanship            | <input type="checkbox"/> Fuel Dock, Diesel, Gas, Pump-a-head |
| <input type="checkbox"/> Fiberglass Repair — A Specialty | <input type="checkbox"/> All Weather Shed                    |
| <input type="checkbox"/> 25 Ton Travellift               | <input type="checkbox"/> Do-It-Yourselfers Welcome           |
| <input type="checkbox"/> Year Round / Temporary Berthing | <input type="checkbox"/> Complete Boat Repair                |



**OLYMPIC CIRCLE  
SAILING CLUB**

Lessons • Charters

**SCANDANAVIAN  
MARINE, INC.**

Authorized Volvo-Penta Dealer  
Gas, Diesel, I/O

**BOAT SHOWS GOT YOU THINKING?  
CALL US TODAY ABOUT SPECIAL WINTER DISCOUNTS!**

**Berkeley  
Marine Center**



#1 Spinnaker Way  
Berkeley, CA 94710  
**(415) 843-8195**

# FEENEY WIRE ROPE & RIGGING

2603 Union St., Oakland, CA 94607

(415) 893-9473



## Hand Swager With Cable Cutters

HSC600 Capacities 1/16" to 3/16" Retail \$89.50

**SALE**  
**\$49.95**



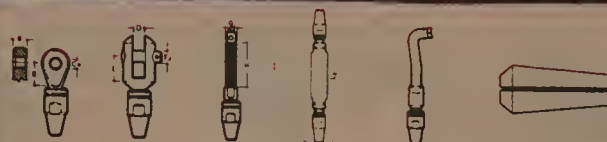
## Wire to Rope Halyards

Wire Rope offers quality hand spliced wire to rope halyards. Materials supplied in kit are 7 x19 stainless aircraft cable, dacron yacht braid, zinc plated copper oval compression sleeves and stainless steel thimble.



Part No.	Wire Dia.	Line Dia.	Wire Length	Line Length	Price
FWR-125-313H	1/8	5/16	30'	30'	\$36.00 ea.
FWR-125-375H	1/8	3/8	40'	40'	46.00 ea.
FWR-156-375H	5/32	3/8	40'	50'	57.00 ea.
FWR-188-438H	3/16	7/16	60'	60'	73.00 ea.
FWR-219-438H	7/32	7/16	60'	60'	97.00 ea.
FWR-219-500H	7/32	1/2	65'	65'	110.00 ea.
FWR-250-500H	1/4	1/2	70'	70'	123.00 ea.

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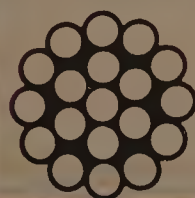


**BOAT SHOW SPECIAL**  
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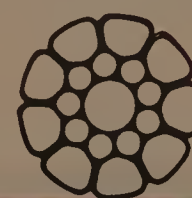
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eyes ...	35.00	28.00	stud (5/8 thread)	56.50	45.20
stud (1/2 thread) ...	40.80	30.16	3/8" eyes ...	74.70	59.76
5/16" forks ...	65.50	52.40	forks ...	78.00	62.40



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(316 Stainless  
Wire Cable)



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(316 Stainless  
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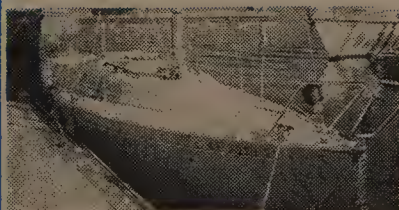
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(Ask about the special placement package in our growing charter fleet.)



### INTERNATIONAL FOLKBOAT

Exceptionally clean & dsl powered. Great cruiser for the Bay or ocean. Trad. styling priced to sell for only **\$16,500.**



### TARTAN TEN

Like new S&S racer/cruiser. (7) sails, new bottom paint, just waxed & ready to win ... just add crew. Yours for **\$29,500.**



### LANCER 36

Fast and comfortable for family cruising in the Bay or Delta. Has 4 sails, Loran, radar, AP & dsl. Ready to go for **\$64,900.**



### LANDFALL 39

Roomy pilothouse cruiser ready for blue water. Cutter rigged with traditional styling. Bristol condition inside and out. **Make offers.**



### COLUMBIA 40

Great liveaboard offered by anxious owner. Get a great deal on this well-kept & well-equipped yacht. **Offers needed!**



### GARDEN 42

Traditional Garden design built by Robin Fung. *Victoria* is ketch rigged with 9 sails and all cruising gear. Take off for the South Pacific for only **\$95,000.**



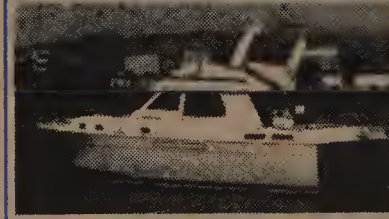
### GRAND BANKS 32

A Grand Banks classic. Ocean going trawler with Lehman dsl. Comfortably sleeps 6 in two staterooms. New at our docks. **Offered at \$55,000.**



### HERSHINE 37

Perfect liveaboard or cruiser for Bay and Delta. Lehman dsl, Onan generator set, radar, AP & more ... Try **\$79,000.**



### ANGEL 48

Sundeck MY w/3 staterms. Professionally decorated; equip with all the amenities you expect to find on a luxury yacht. **Reduced to \$169,000.**

### SAILBOATS

83'	Baltic Trader	\$175,000
60'	Herreshoff	189,000
52'	Columbia	129,900
51'	Garden	125,000
50'	Custom Cutter	240,000
50'	Gulfstar	110,000
50'	Primrose	68,000
50'	Challenger	134,500
47'	Perry	119,500
46'	Cal	2 frm 99,000
46'	Garden	55,000
46'	Hartog	39,000
45'	Crealock	115,000
45'	Explorer	110,000
45'	Garden Porpoise	110,000 *
45'	Hartley	79,000 *
45'	Lancer	149,000
44'	Cheoy Lee	133,900 *
44'	LaFitte	175,000
43'	Holcomb	71,950
42'	Blanchard	48,000
42'	Herreshoff	158,000
42'	Pearson	110,000
41'	Bounty	39,500
40'	Columbia	2 frm 55,000
40'	Motiva	84,500
40'	Olson	139,000
39'	Westail	79,900
38'	Alajuela	80,000
38'	Catalina	70,000
38'	C & C	76,500
38'	Custom Racer	55,000
38'	Ericson	Offers
38'	Farallone	35,000
38'	Hans Christian	2 frm 89,500
38'	Morgan	59,000
37'	Soveral	25,000
37'	Tayana	89,000
36'	Catalina	62,500 *
36'	Cheoy Lee	2 frm 52,000 *
36'	Ericson	2 frm 69,500 *
36'	Formosa	51,500 *
36'	Islander	2 frm 42,000
36'	Lancer	64,900
36'	Pearson 365	69,000
35'	Bristol	60,000
35'	Cheoy Lee	55,000
35'	Fantasia	70,000
35'	Mower	14,000
34'	Columbia	32,500
34'	San Juan	52,000
33'	Tartan Ten	29,500 *
33'	Morgan	34,500 *
33'	Newport	43,900 *
32'	Cheoy Lee	50,000
32'	Union	59,500
32'	Westail	59,500
31'	Dufour	39,900 *
31'	Pearson	2 frm 29,500
30'	Alberg	26,000
30'	Baba	86,000
30'	Catalina	38,950
30'	C & C	38,950
30'	Columbia	25,000
30'	Hunter	37,000
30'	Laguna	56,900
30'	Lancer	24,000
30'	Newport	21,500
30'	US	29,900
29'	Columbia	25,900 *
29'	J/29	29,000
28'	Lancer	14,900 *
28'	Newport	15,500 *
27'	Cal 2-27	23,000
27'	Catalina	3 frm 13,900
27'	Cheoy Lee	2 frm 22,445
26'	Cheoy Lee	2 frm 13,500
26'	Columbia	9,500
26'	Ranger	13,500

\* at our docks

### POWER

70'	Williams	125,000
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48'	Sportfish	85,000
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# CALENDAR

## Nonrace

**January 2-10** — San Francisco International Boat Show, Moscone Center, San Francisco. Thump the hulls. Check out "Twiggy" the waterskiing squirrel. Pay homage to the America's Cup. Call 521-2558 for details.

**January 5** — U.S. Coast Guard Auxiliary winter courses begin. Three classes: "Boating Skills and Seamanship", "Sailing and Seamanship", "Advanced Coastal Navigation". 13 weeks in Alameda. Nominal charge for text and chart materials required. Call 351-5100 for information.

**January 7** — Celestial Navigation class offered by the Oceanic Society. Sam Crabtree is the instructor for eight sessions. One of few celestial classes around — not free, but relatively cheap. For info call the Oceanic Society at 441-5970.

**January 8** — "The Inside Passage of Alaska", a slide illustrated narration of a cruise from Hyder to Glacier National Park by Al Kwolek. Free. Starts at 7:30 p.m. at Stockdale Marine in Sacramento. (916) 332-0775.

**January 8-17** — San Francisco Sports and Boat Show, Cow Palace, Daly City. Twelve halls, including our favorite — Vacationland. Dial 931-2500 for information.

**January 16** — Merit 25 race/cruise/fleet meeting at Encinal YC. Contact Gail, 254-0211 (days), for details.

**January 20** — Singlehanded Sailing Society 1988 TransPac Seminar Series. This one's on sails, featuring Jeff Madragili and the North Sails video "The Shape of Speed". Also, Commodore Tompkins on rig failure and jury rigs, and Dan Newland on emergency steering. Oakland YC, 1900 hours. Call Shama Kota at 332-5073 for more information.

**January 28** — On this date in 1596, English explorer Sir Francis Drake kicked the bucket off Porto Bello and was buried at sea. History books characterize Drake as ruthless, ambitious, and boastful. On the bright side, they also describe him as cheerful, generous, and an ideal leader of men. We weren't sure we could relate to this guy until we read that the globetrotting sea dog was short, stocky, and red-haired.

**February 5** — "Inland Exploring of the Sea of Cortez". World sailor Garth Rawles presents slides of his island-hopping adventures in the Sea of Cortez. Free. 7:30 p.m. at Stockdale Marine in Sacto. (916) 332-0775.

**February 6** — Race Management Seminar sponsored by the YRA. At the St.FYC from 8:00 to 4:30. Open to all those interested in learning or perfecting their race management skills. Modest charge for lunch. For reservations, call the YRA at 771-9500.

**February 17** — Singlehanded Sailing Society 1988 TransPac Seminar Series on electronics (Tony Backer of Maritime Electronics) and electrical systems and radios (Mark Rudiger of Edinger Marine Services). Same deal as on January 20.

**February 20-21** — Protest Management Seminar sponsored by the YRA. Encinal YC. 8:45-4 p.m. on Saturday; 9:15-12 on Sunday. \$15 entry fee includes Saturday's lunch. Seems like a deal when you consider that lift tickets at Squaw are up to \$30 these days.

## Racing

**January 1** — It's just 186 days to the start of the 'new' West Marine Products Pacific Cup from San Francisco to Hawaii. The new destination is Kaneohe Bay, Oahu, just a few miles short of Diamond Head. Divisions for PHRF under 180; PHRF for doublehanders; IOR for boats rating between 22 and 70 and IMS for boats over 27 feet. Call (415) 331-2236 for a recording of details.

**January 8** — WRA Trophy Presentation and General Meeting. Berkeley YC at 1900. Jim DeWitt will be the guest speaker. No-host

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keep your boat in our  
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Take advantage of this rare opportunity to join one of the most active clubs on the Bay.

- Berthing for 35' — \$228  
40' — \$280 . . . 50' — \$405
  - Dry storage 30' — \$105/mo  
25' — \$90 . . . 20' — \$65  
dinghy rack \$25 . . . sail locker \$12.50
  - Membership initiation until January 15  
starts at only \$375 plus \$90 quarterly dues
- Call Sam Hock, Port Captain, at (415) 332-0213  
or Steve Harris, membership, at (415) 332-0935**



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### HALLBERG RASSY 42, 1983

This vessel is finished with first class workmanship throughout. Selected teak is used on deck and clear African mahogany is used below decks. **\$190,000.**



### HALLBERG RASSY 42, 1985

Bought from Sweden. After three weeks of shakedown cruising she was dry stored for one year until owner could return and sail her home to California. She has all the gear and is in new condition. **\$198,000.**

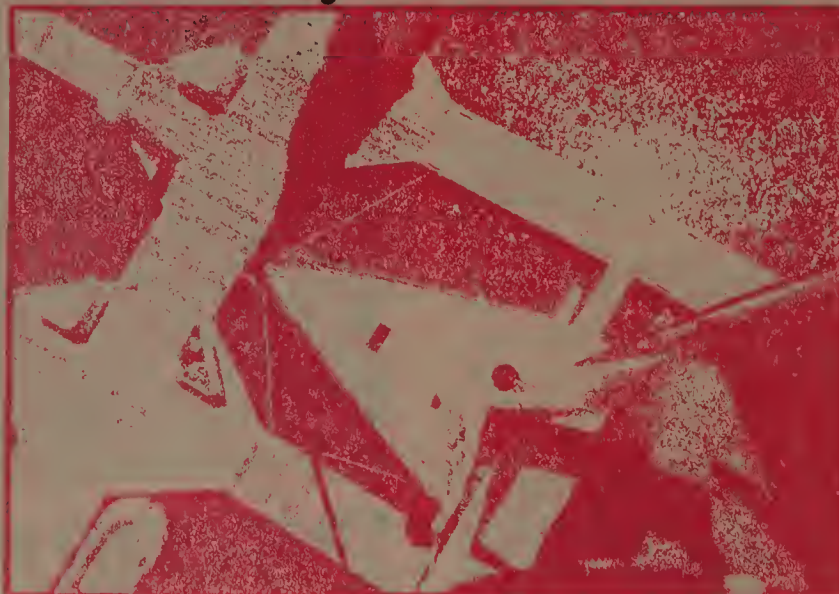


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# Commit your crew to an Institution.

North knows it takes more than fast sails to make a boat go fast. It takes a committed crew who know what they are doing.

You can add to what your crew knows by encouraging them to take part in North U's weekend Fast Course. Or for the price of a couple good crew dinners you can sign them up yourself.

The course is taught by some of the best sailors in the world. In two days these guys can teach your crew (and you) more about sail shape, rig control, and boathandling than you might learn in a couple of seasons of racing.

And the course is not all talk. It includes our 237-page Fast Course Book, which is yours to keep. The book contains almost everything North's best sailors know about how to make a boat go faster. Also included are our Speedcards™ and Sailsopes™ for on-the-water sail shape reference.

While a weekend at the North U Fast Course won't guarantee you a winning season, it will make you and your crew much more savvy competitors. And it just may mean that you have to start springing for a lot more victory dinners.

## Fast, it doesn't cost much.

The two-day (8:30 to 5 Saturday and 9 to 4 Sunday) Fast Course costs \$140 for the skipper and \$119 for each additional family or crew. (Groups of 10 or more are \$99 each.) This includes all course materials, but no lodging or food. Yacht clubs are invited to inquire about private seminars. North's regional host lofts will provide full details upon receipt of your reservation or inquiry. Call if you can't make the 1988 Seminar, but would like to purchase the Fast Course Book separately.

## The North U. Fast Course

**Fast. How to know it when you see it.** January 23 & 24 in Alameda. A 2-day Seminar/Workshop that teaches you how to look at sails and see sail shape. How to know which shapes are fast and how to make it all work for you. It demystifies rig control, boat handling and sailing priorities. Taught by experts who live it, the Fast Course puts you face to face with North's fastest sailors and guest experts for an entire weekend. Includes the 237-page Fast Course Book with over 200 new illustrations. Phone or mail application to reserve your place now.

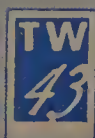
Name \_\_\_\_\_ Daytime Phone # \_\_\_\_\_  
Address \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

City \_\_\_\_\_  
☐ Please register me at \$140. ☐ Plus my crew (number) \_\_\_\_\_  
☐ Group (ten or more) \_\_\_\_\_ at \$99. each (List other applicants  
☐ Check enclosed on separate sheet)  
☐ VISA ☐ MasterCard Exp. date \_\_\_\_\_

Signed \_\_\_\_\_

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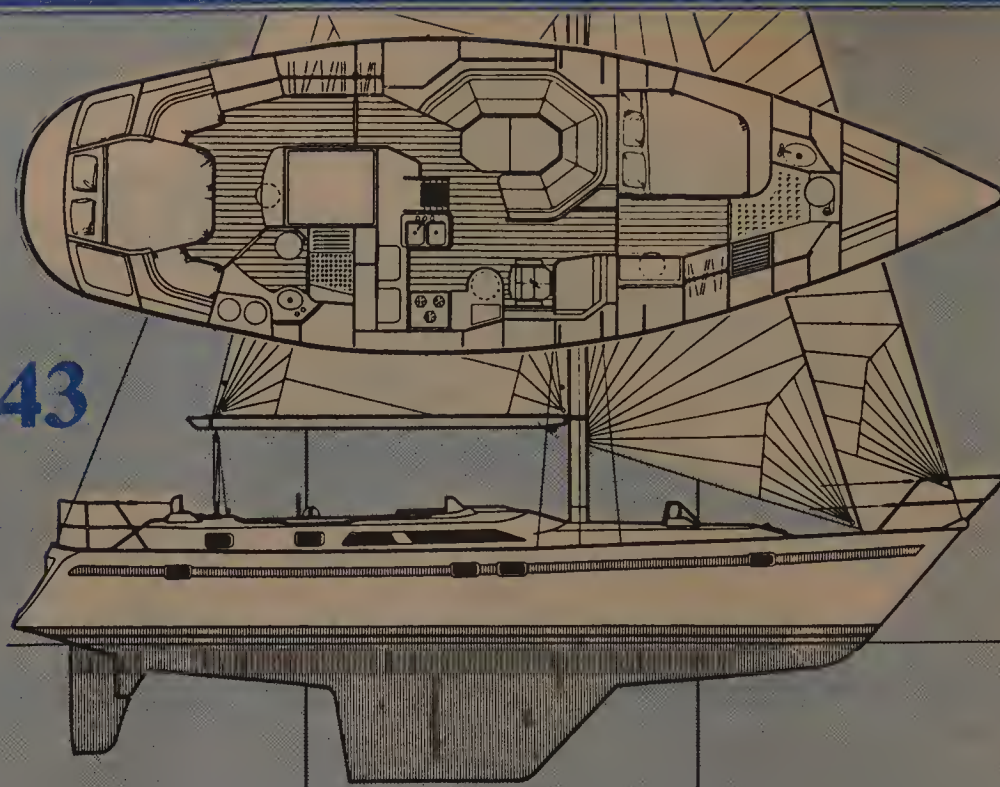




# TASWELL-43

**A NEW YEAR!  
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A NEW LINE  
OF YACHTS!  
FROM TA-SHING**

**Call 232-7778  
for more  
information**



## PRINCIPAL DIMENSIONS

Length overall	42'10"	Draft (std.)	6'3"	Displacement	23,500 lbs
Length of design waterline	38'-3 3/4"	Draft (shoal)	5'3"	Designer: Bill Dixon, N.A.	
Beam	13'8"	Sail area	859.5 sq ft	Angus S. Primrose, Ltd.	
		(main + 100% triangle)		Southampton, England	

The **WORLD PREMIERE** for the **TASWELL-43** will be January 2nd through January 10th at the **INTERNATIONAL BOAT SHOW** in Moscone Center.

Call 232-7778 for your **PRIVATE** viewing.

If your needs are larger, ask us about the **TASWELL-49** available this summer.

## EXPERIENCED YACHTS

**TATOOSH MARINE** offers the following experienced yachts along with maintaining a full service brokerage business.

### SAIL

17' O'DAY daysailer II, '77, Pt. Richmond (w/trailer)	\$2,000
23' O'DAY, 1975, Sausalito (slip incl. at \$40/mo)	9,000
24' J/24, 1984, Marina Bay	16,000
25' FREEDOM, 1983, Sausalito	18,500
26' SAN JUAN, 1980, Point Richmond	17,500
26' CHRYSLER, 1977, Marina Bay	6,900
27' CATALINA, 1979, Point Richmond	15,000
27' CS-27, '82, Point Richmond	26,500
28' ISLANDER Bahama, 1981, Marina Bay	29,850
28' H-28, 1962, Point Richmond	28,500
28' SAN JUAN, 1979, Point Richmond	30,000
29' ERICSON, 1978, Point Richmond	23,000
30' CLIPPER MARINE, 1975, Point Richmond	8,950
30' COLUMBIA, 1974, Marina Bay	16,700
30' BABA, 1979, Sausalito	65,000
30' BABA, 1985, Point Richmond	86,000
30' PALMER JOHNSON, 1972, Emeryville	38,500
30' ERICSON, 1969, Alameda	25,000
33' PEARSON 10M, 1974, Tiburon	52,500
35' FUJI KETCH, 1975, Alameda	69,000
35' HALLBERG-RASSY, 1978, Marina Bay	59,750
35' CHEOY LEE LION, 1956, Point Richmond	36,000
35' NIAGRA, 1982, Point Richmond	79,950
35' CLASSIC SLOOP, 1959, Alameda	27,500
36' PEARSON 365, 1980, Point Richmond	65,000
36' ISLANDER, 1974, Sausalito	44,950
36' S-2 (11M), 1980, Point Richmond	68,950
36' CATALINA, 1985, Point Richmond	69,900
37' HUNTER, cutter, 1981, Point Richmond	56,000
37' SOVEREL, 1972, San Rafael	25,000
37' TAYANA, cutter, 1981, Oyster Cove	83,000
38' CATALINA, 1984, Point Richmond	67,900
38' C&C LANDFALL, 1980, South San Francisco	67,900
39' BRISTOL, 1969, Half Moon Bay	67,000
41' MORGAN, ketch, 1978, Emeryville	85,000
46' LIBERTY, ketch, 1978, Point Richmond	196,900

## EXPERIENCED YACHT OF THE NEW YEAR



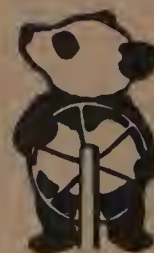
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MARINE**

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**(415) 232-7778**



# CALENDAR

cocktails. Everyone invited (men, too!) Call Deborah Jose at 563-1731 for details.

**January 17** — WRA Spring Series begins, even though it's still the middle of winter. Five races, one throwout. Continues on 1/31, 2/20, 3/19, and 3/26.

**January 21** — MORA potluck dinner at Richmond YC. 7 p.m. Here's how it works: last names of A-H should bring desserts; I-R bring main dishes; S-Z bring salads. For more details, call Sally at 444-4321.

**January 23** — SSS Three Bridge Fiasco. Single or doublehand your way around the Bay. Organized mayhem at its best. Call Peter or Shama at 332-5073 for entry package.

**February 6** — San Diego-Manzanillo Race, hosted by the folks that brought home the America's Cup. It's about time for a sled to demolish Sorcery's record of 5:23:59 for the 1,100 mile course. Contact Lyn Shinn at (619)-435-3319.

**February 20-27** — MEXORC, a six-race series beginning and ending at Manzanillo's adult Disneyland, Las Hadas. Mariachis, margaritas, señoritas, and mucho cervasas. Last year, the overall prize was rumored to be a week at the Betty Ford Clinic. For info, call Jeff Littell at (714) 955-2710.

**March 26, 27** — Kona Kai International YC America's Schooner Cup Race in San Diego. Vintage schooners racing for charity; proceeds to go the Make-A-Wish Foundation. NorCal boats encouraged to attend. Call Ron Griffin at (619) 226-2336.

**April 11-17** — Yachting Pro-Am 1988. Professional sailing comes to California! Race One-Tonners and ULDB sleds off in Long Beach in a dash for the cash. Entry fee is a reasonable \$10,000. Contact Bruce Golison at (213) 438-1166.

**April 22** — Newport to Ensenada Race. 41st annual floating cocktail party that bills itself as the largest international yacht race on the planet. Almost everything that floats in Southern California enters. Contact NOSA at (714) 640-1351 for the lowdown.

**May 6-15** — The Ultimate Yacht Race ("there is no second"). Got a spare \$20,000? Want to make a cool 2000% return on your money? Racing in custom 30-footers and J/24's in Corpus Christi, Texas for a supposed million dollar purse. Call (214) 369-4851.

**May 28-30** — Volvo San Francisco International Regatta. San Francisco Bay Sailing Association will host 7 one design fleets in this 3-day, 5-race inaugural series. Details forthcoming.

**June 25** — Vic-Maui Race. 2,308 miles between two of the most beautiful places on earth, Vancouver B.C. to Lahaina, Maui. Maximum of 35 entries. Call John Mcfarlane at (604) 669-3343 for details.

**July 3** — Oakland-Catalina Race. MYCO's 10th annual moving Fourth of July picnic. Only six months left to line up a crew! Will Zeus' record stand? Contact Tom Tazalar, 534-3758, or Frank Gardner, 436-3958.

## MIDWINTER SERIES

BERKELEY/METROPOLITAN YC — January 9-10, February 13-14. Olympic Circle. Contact Kirt Brooks, 284-1778.

CORINTHIAN YC — January 16-17, February 20-21. Start and finish in Belvedere Cove. Contact George Horsfall, 435-6321.

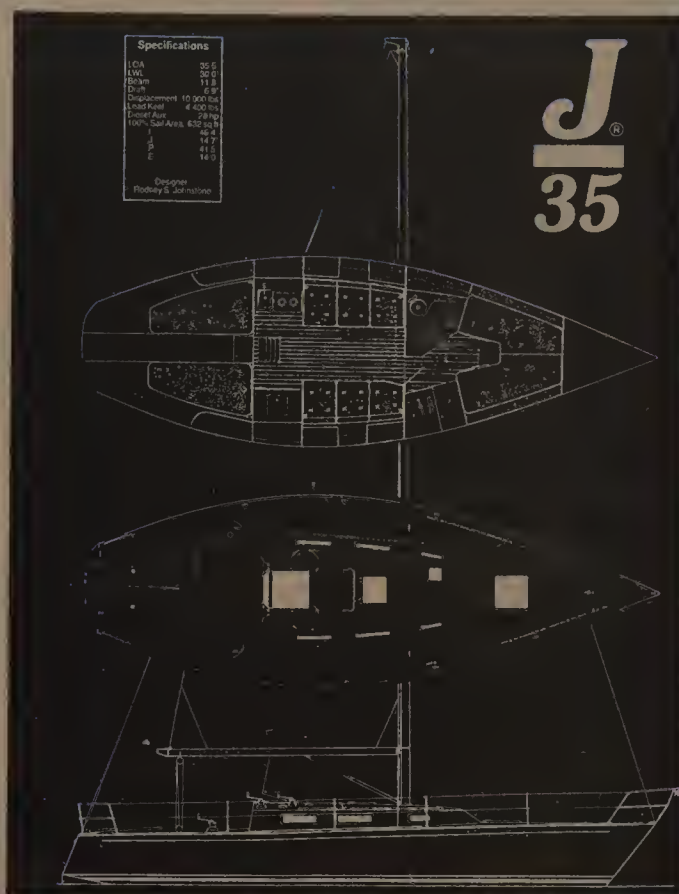
GOLDEN GATE YC — January 3, February 7, March 6. Cityfront. Contact the club at 346-BOAT.

LAKE MERRITT SAILING CLUB — February 7, March 6. Skipper's meeting 10:30 a.m.

SANTA CRUZ YC — January 16, February 20, March 19. Contact Rob Franks at (408) 425-0361.

SAUSALITO CRUISING CLUB — January 2, February 6, March 6. Starts at Little Harding. Contact YRA at 771-9500.

## LAUNCHED FOR 1988 J/35 ONE-DESIGN FLEET



- YRA One-Design Class Association Approval 1988
- S.F. Joins The Many J/35 One-Design Fleets From Seattle, Los Angeles, Chesapeake, TX, L.I. Sound, And More
- Only Class Granted One-Design Status Long Beach Race Week, Over 20 Expected In 1988
- Largest One-Design Class Over 35-ft On West Coast
- Fastest Growing One-Design Fleet Over 35-ft In The Nation ... Over 220 Built And Still Going Strong!
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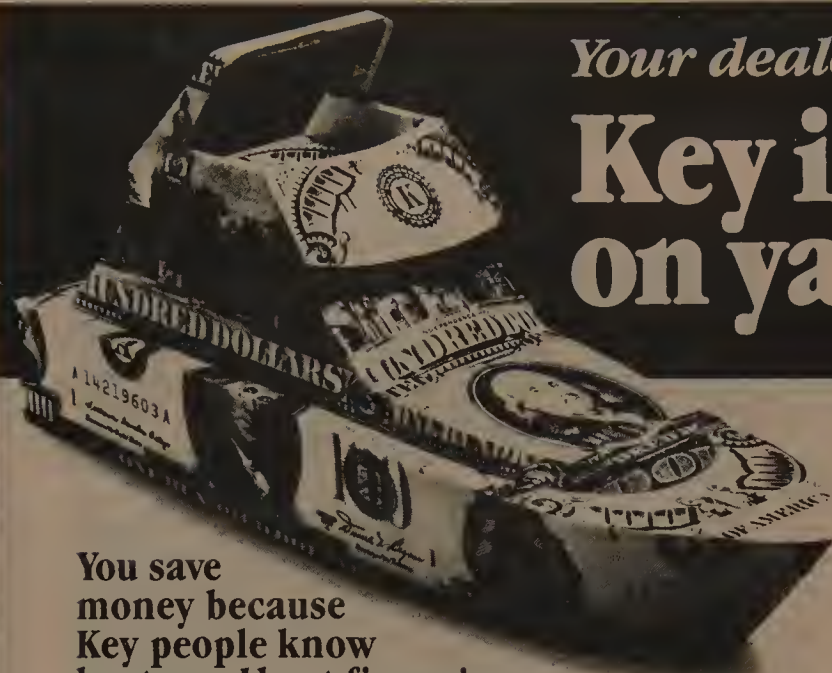
### Selected Listings

50'	'74	Force 50, super clean, cruise ready	\$125,000
43'	'80	Custom Peterson, "Flying Machine", IOR power	155,000
42'	'85	Tecnomarine (power boat) Awesome Italian Stallion	180,000
41'	'74	Yankee Clipper, complete restoration	90,000/Others
40'	'80	Lidgard 40', "Defiance", IOR speed w/great interior	76,500
38'	'81	Catalina 38, custom spar/rod rigging, excellent gear	58,000/Others
30'	'73	Fisher pilothouse	44,500
29'		J/29, two to consider, inboard or outboard	from 130,000
25'	'81	Catalina 25, standard equipment w/outboard	13,000
24'		J/24, several offerings available	from 10,000

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Santa Cruz — Moss Landing, Monterey  
Brokerage - Sail and Power

EXCLUSIVE LISTINGS



Sailaway price: \$89,900.

See the new 41' Newport. Equipped with a 40 HP diesel, Harken furling, cruising spinnaker, aft cabin, dodger, refrigeration, windlass and more. **SAIL**

- |     |   |                 |
|-----|---|-----------------|
| 38' | <b>CATALINA</b> , '83. De Witt sails (Main, 155, 130, 110. 85 and two spinnakers), basic nav. gear, Loran C, more. A high performance yacht, well kept.   | Asking \$63,000 |
| 36' | <b>CATALINA</b> , '83. Spacious, aft cabin. Roller furling, dodger, refrigerator, basic navigation gear. A good value! Assumable loan.  | \$59,750        |
| 36' | <b>PEARSON 365</b> , '77. Ketch Westerbeke diesel, Loran C, wind S/D, more. Four sails and cruising spinnaker. Many live aboard features, as refrg'n, LPG stove and much more. <b>ML</b>  | \$65,000        |
| 33' | <b>YORKTOWN</b> , '73. Perkins diesel, many live-aboard creature comforts.  | \$32,500        |
| 30' | <b>CATALINA</b> , '85. Like new. 3 cylinder diesel, fresh water cooled few hours of use. Pressure hot/cold system, wheel, Larsen main, genoa and lapper, VHF, Knot log, depth, MOB pole, anodized spars, tabernacled with winch. Extras. Slip sublet. | \$36,000        |
| 30' | <b>CATALINA</b> , '82. Diesel, Roller furling, new Dodger, VHF, Knot/Log, more. Band new upholstery, never used before. Owner will consider low down and terms.   | \$33,750        |
| 26' | <b>EXCALIBUR</b> , '66. A popular boat in San Francisco Bay. Main, 3 jibs, spinnaker, 8 HP, O/B, Knot Log, Depth, more. Asking . .  | \$6,000         |
| 25' | <b>CORONADO</b> , '76. Popular. O/B, Monterey slip. Asking . .  | \$11,000        |
| 24' | <b>BUCCANEER</b> , '76. Separate aft cabin, 3' head room in galley and head, double size berth in forward cabin. Tabernacled (anodized) spars, stove (propane), Honda O/B, 2 axle trailer   | \$8,000         |

## • Dealership - Newports, Gulfs 24, 27, 28, 29, 30, 31, 32, 33 & 41



Gulf 32. This Full keel motorsailer comes with inside steering and many cruising options. Sailaway price is \$58,900.

- | POWER |  |          |
|-------|--|----------|
| 42'   | <b>TRAWLER</b> , '78. Twin Ford Lehman diesels. Tri-level with large upper deck and fly bridge. Built by CHB. Large size aft cabin, regular size bath tub, hand carved teak everywhere. Price well below market. | \$79,500 |
| 30'   | <b>SEARAY</b> , '75. Sportfisher with fly bridge. Twin V-8 gas engines, FWC. Vessel is loaded with navigation, and cruising gear. Loran C, autopilot, extras. <b>ML</b> Asking . . .                             | \$38,500 |
| 26'   | <b>BAYLINER</b> , '73. Ford 351, VHF, Fish finder, Loran C. Autopilot.   | \$12,600 |
| 26'   | <b>FIBERFORM</b> , loaded with fishing gear, Mercruiser 255, lots of nav. gear, including Loran and autopilot. Hyd. guerneys, and much more! To be sold with trailer.  | \$20,000 |
| 25'   | <b>APOLLO</b> , '77. Flybridge Express, Chevy 225 V8 with 200 hrs., loaded with nav. gear, commercial fishing, Hyd. Guerneys, and much more. Monterey slip.  | \$23,000 |
| 24.5' | <b>BAYLINER, CIERA SUNBRIDGE</b> , '86. Like new, Volvo engine. Immaculate, see at H-11, Santa Cruz harbor.  | \$24,000 |
| 24.5' | <b>BAYLINER EXPRESS hard top</b> , '76. 307 Chevy, lots of gear, including Benmar autopilot. Hyd. Guerneys, with trailer. Ask. .   | \$12,500 |
| 24'   | <b>STARFIRE</b> , '78. 240 OMC, new stern drive. Engine professionally maintained. Boat well kept, many extras!  | \$12,750 |
| 21'   | <b>PEN YAN</b> , V-hull cruiser. Loaded with nav. gear, new engine.  | \$16,000 |

**ML**: Permanent berth in Moss Landing, with sale of vessel.  
**SC**: Slip sublet in Santa Cruz Harbor, with sale of vessel.

## NORSEMAN HIGH PERFORMANCE OFFSHORE CRUISERS



**THE NORSEMAN 400** — A yacht of superior design and quality. If you find the Swan and Baltic too optimized for racing . . . if the Hinckley and Little Harbor are too tiresome to enjoy sailing, then consider the Norseman. Luxurious below — designed and engineered for the experienced yachtsman — you will find all else pales by comparison!



"Getting air"

**HOBIE POWER SKIFF** A perfect second boat . . . or the first. Easily towed behind any small car, full-up 700 lbs, achieves outstanding performance with relatively low horsepower. Unbelievable handling characteristics, the safest ride imaginable. HOBIE . . . known world wide for high performance. Now the incredible, economical, practical POWER SKIFF. From \$3,660.00 for 1988.



**1981 ESPRIT 37** ANOTHER MEXICAN VETERAN. Tough offshore cruiser just returned from Baja. Super equipped, vane, Sat-Nav, Trimble, wind gen. 7 sails. Great condition. **\$75,000**



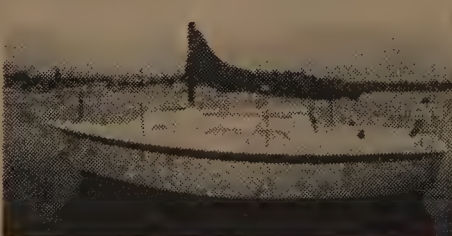
**1984 HANS CHRISTIAN 43T** Cutter. Just returned from cruising. Owner spared no expense in outfitting. **Better** than new, SSB, watermaker, generator, SatNav, radar, and more. **\$155,000.**



**1984 CAVALIER 39** One beautiful yacht! Unbelievable inventory. A Mexican vet . . . maintained to the highest standards. Radar, SatNav, Trimble, vane . . . much more. **\$120,000.**

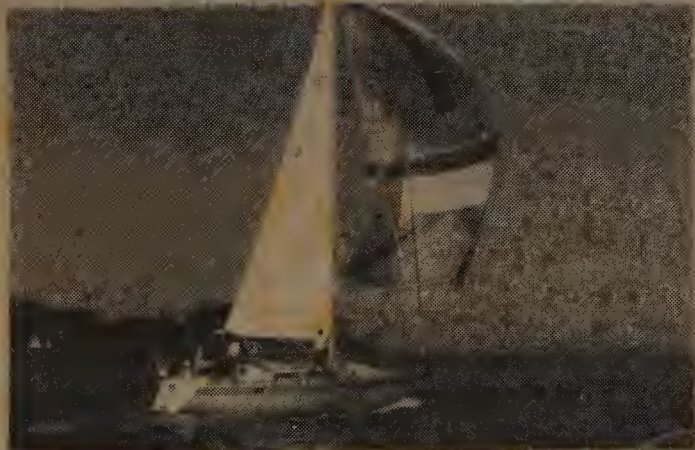


**1978 MAGELLAN 36** Heavily constructed offshore cruiser. Owner has given the vessel much TLC. Well kept liveaboard, very comfortable, ready to go for new adventure. **\$57,000.**



**1979 ERICSON 25 plus.** A cleaner boat you will never find. The inboard DIESEL can carry you off to all of those out of the way places on the bay. Owner wants a fast sale. **\$14,500**

## NORSEMAN 400 SYNDICATE NOW FORMING



It's a membership with an enhanced sailing opportunity often missed by the sole owner. Performance cruising at it's best: The Valleja, Catalina, Windjammer, a Mexico race in the fall. The partnership approach solves the inherent problems of managing the tasks and expenses associated with ownership. The benefit is more time sailing; and more Bang for the Buck. **Shared cost . . . \$252.00 per month**

### SAILBOAT LISTINGS

LOA	MODEL	PRICE
20'	Signet sloop . . . w/trailer . .	\$6,500
21'	Freedom . . . . . w/trailer . .	14,900
21'	Freedom . . . . . at our docks	13,900
25'	Ericson . . . . . inboard diesel	14,500
27'	Catalina . . . . . at our docks	11,600
27'	US Yacht . . . . . diesel	18,000
30'	C&C . . . . .	14,000
30'	Rawsan . . . . . at our docks	14,500
31'	Ericson . . . . . diesel	34,000
31'	Pearson . . . . . diesel . . . . . try	29,950
32'	Pearson . . . . .	34,000
32'	Vanguard . . . . .	25,000
305	Pearson . . . . .	58,900
33'	US Yacht . . . . .	29,000
34'	Hunter . . . . .	55,000
35'	Ericson . . . . .	SOLD
35'	Santana . . . . .	SOLD
36'	Magellan . . . . . ketch	57,000
37'	Baltic . . . . .	99,000
38'	Catalina . . . . . loaded	67,000
38'	Ericson . . . . .	74,000
38'	Hans Christian . . . . . MkII	110,000
38'	Hans Christian . . . . . T model	89,000
39'	Hans Christian . . . . .	SOLD
41'	Ericson . . . . . diesel	47,000
43'	Hans Christian . . . . . cutter	155,000
43'	Hans Christian . . . . . ketch	125,000
45'	Fuji . . . . .	128,500



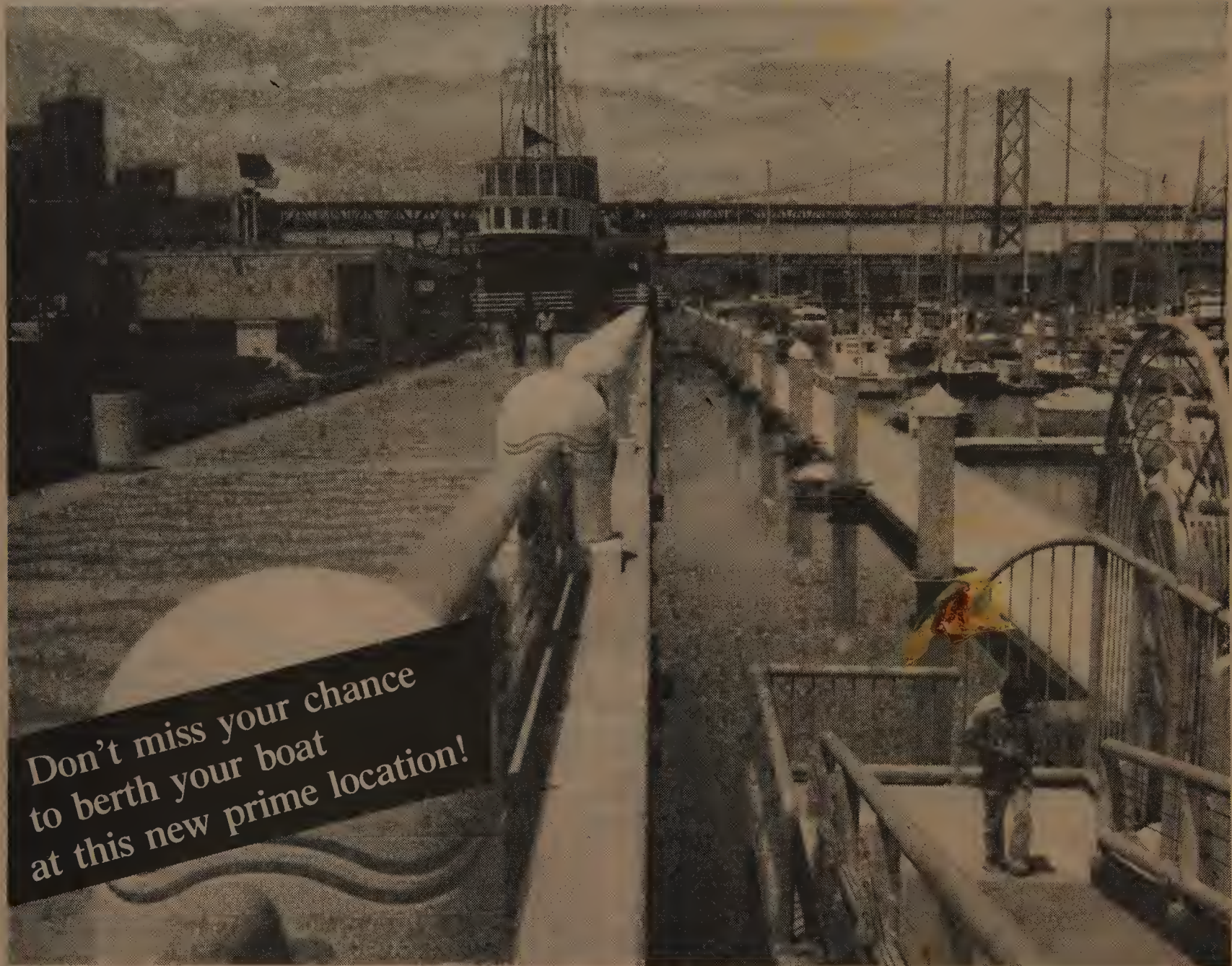
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# CALENDAR

SAUSALITO YC — January 23-24, February 20-21. Starts at Little Harding. Contact the club at 332-7400.

STOCKTON SAILING CLUB — Contact Greg Hill, (209) 529-7343.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

## January/February Weekend Tides

date/day	max current	slack	max current
1/2/Sat		0042	
	0257/1.6E	0551	0840/2.4F
		1123	
1/3/Sun	1453/4.7E	1857	2211/3.6F
		0126	
	0334/1.6E	0634	0922/2.3F
1/9/Sat		1205	
	1532/4.7E	1939	2250/3.6F
	0143/2.8F	0508	0733/2.3E
1/10/Sun		1109	
	1344/1.7F	1627	1939/3.1E
		2314	
1/16/Sat	0220/2.6F	0543	0821/2.6E
		1210	
	1441/1.6F	1732	2028/2.6E
1/17/Sun		2351	
		0123/1.7E	
		0419	
1/23/Sat	0719/2.4F	1033	1338/5.1E
		1743	
	2048/3.8F		
1/24/Sun		0018	0219/1.8E
		0512	
	0814/2.7F	1055	1429/5.6E
1/30/Sat		1831	
	2137/4.2F		
	0121/3.8F	0436	0717/3.5E
1/31/Sun		1054	
	1340/2.9F	1639	1930/3.6E
		2307	
1/31/Sun	0206/3.4F	0519	0810/3.7E
		1203	
	1449/2.7F	1752	2028/2.8E
1/31/Sun		2357	
		0221/1.5E	
		0454	
1/31/Sun	0748/2.2F	1025	1400/4.4E
		1759	
	2114/3.5F		
1/31/Sun		0022	0254/1.6E
		0539	
	0833/2.4F	1111	1440/4.5E
1/31/Sun		1840	
	2151/3.5F		

## YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB —  
THE FRIENDLIEST YACHT CLUB  
ON THE BAY IS ACCEPTING  
APPLICATIONS FOR MEMBERSHIP

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To Age 18 \$25



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**SUBJECT:** Coast Guard license restructuring.  
**TO:** Mariners who want or now have a Coast Guard license.

As of December 1, 1987

- NEW requirements
- NEW procedures
- NEW licenses
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\*adapted from Notice to Mariners, Defense Mapping Agency H/T Center

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GULF-32 MOTORSAILER AT THE  
MOSCONE BOAT SHOW, JAN. 2-10**



**Gulf-32** w/dual  
Helms



**newport 28II**

### SELECTED BROKERAGE

LOA	DESIGN	ASKING	LOA	DESIGN	ASKING
24'	J/24, '79, six sails	11,000	33'	Ranger, '77	34,000
25'	Merit/trlr, '83, Race/cruise	18,000	36'	Cheoy Lee ctr ckpt kch, '76	67,000
25'	Olson/trlr, '85	20,000	36'	Cheoy Lee Luders slp, '76	49,500
27'	Ericson, '74	15,900	36'	Pearson 365, '77, liveaboard, race/cruise	79,000
27'	Express/trlr, '82, clean, sails	27,000	36'	Angelman kch, '77	55,000
27'	Watkins, dsl, '80, Bristol	19,900	38'	Alahula, '77, cruising loaded	79,000
28'	Islander, '75, Sausalito berth	28,500	39'	Freya	2 from 79,500
28'	Santana, '76, Dsl, loaded	19,900	41'	Formosa kch, '72, cruise	79,000
30'	Catalina, '79	28,500	41'	Islander Freeport kch, '78	89,000
30'	Fisher PH M/S, '89	55,000	41'	Newport-II, '83, Saus. berth	82,000
30'	Pearson 303, '83, Dsl, whl	45,000	42'	Garden kch, '75, great lvabrd	95,000
30'	Pearson 303, '85, clean Bank Repo		44'	Spencer ctr, '79, loaded	139,000
30'	Rawson, '67, dsl, full keel	27,700	50'	Gulfstar kch, '77, lvabrd	110,000
32'	Arles slp, '79, Saus. berth	37,500	60'	Gaff ctr, '11, fully restored	95,000
32'	Downeast, '76, Saus. berth	40,000			
32'	Pearson, '82, clean	Bank Repo			

## NOR CAL YACHTS

### Special Boat Show Prices:

**Ericson / Olson**

	List Price	Show Price
Ericson 26	\$46,562	\$39,950
Ericson 28	56,381	49,950
Ericson 32	89,315	79,682
Ericson 32-200	98,679	79,928
Ericson 34	102,505	91,013
Ericson 35	103,806	93,829
Ericson 30-200	120,141	106,981

10 Year Hull Warranty

25: Call for prices  
30-911S:  
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34: Call for prices

Ericson now builds  
the Olson sailboat.  
Available early 1988.

10 Year Hull Warranty

*These boats have our complete sailaway  
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- .. Boat Canvas and Sail Covers
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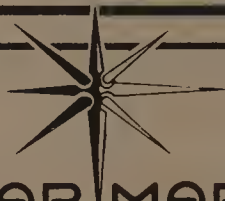
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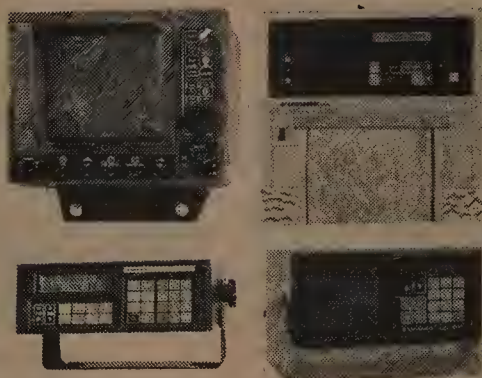


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5 ★★★★★

## SAILBOAT PACKAGE

**FURUNO**



- RADAR** Furuno FCR-902 Color, 36-mile w/alarm and domed antenna. List: \$5895
- LORAN** Furuno LC-90 Loran C Lat/Long, 100 waypoints, 5 line LCD. List: \$1425
- FAX** Furuno 208-A, compact 8 inch facsimile, built in receiver upgradeable to Navtex capabilities. List: \$1995.
- SATNAV** Furuno FSN-50 100 way point capability can interface directly with LC-90 Loran and autopilots, 10 automatically selectable rhumb-line sightings. List: \$3495.



Total List: \$12,810  
Package Price \$10,650  
Save \$2160

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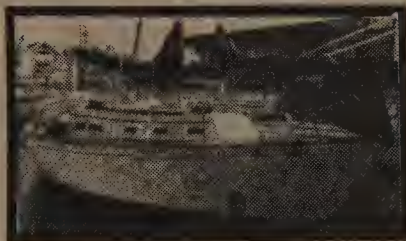
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**CATALINA 34**  
#1 Seller in the Country

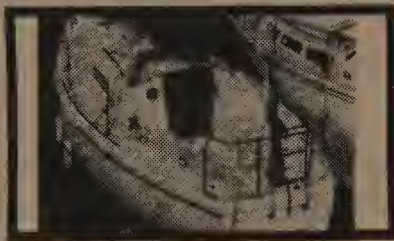


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MYLES RINGLE



**ERICSON 30**  
Brand new BMW diesel.  
**\$18,900**



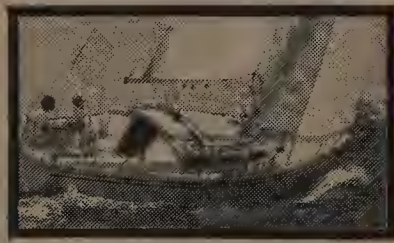
**PEARSON 28**  
Very clean,  
beautiful interior.  
**\$23,900**



**JEANNEAU 32**  
Pedestal, dodger, clean.  
**\$49,500**



**NAUTICAT 40**  
All the options.  
Two from \$185,000



**CATALINA 30**  
Pedestal, diesel, shower.  
**\$32,900**



**CATALINA 25**  
Very clean.  
**\$11,000**



**SWIFT 40**  
Center cockpit, lots of toys.  
**\$99,500**



**1985 CATALINA 36**  
Cstm refrig., dodger,  
masthead navigation, ready  
for cruising. Very clean.



**FISHER 34**  
Custom interior.  
**\$109,000**

# **FARALLONE YACHT SALES**

YR	LOA	TYPE	PRICE
'78	21'	Balboa	3,900
'73	22'	Catalina	3,900
'80	25'	MacGregor	6,400
'78	25'	Catalina	11,900
'81	25'	Catalina	14,900
'81	25'	Catalina	13,500
'80	25'	Capri	11,900
'80	25'	Ericson	12,900
'76	25'	O'Day	12,900
'80	25'	Windrose	11,900
'83	26'	Windrose	16,000
'70	26'	Ranger	13,500
'72	27'	Catalina	13,900
'76	27'	Catalina	14,000
'77	27'	Catalina	17,500
'77	27'	Catalina	15,500
'79	27'	Catalina	14,500
'78	27'	Catalina	17,000
'80	27'	Catalina	23,000
'83	27'	Catalina	25,500
'82	27'	Catalina	24,000
'76	28'	Pearson	23,900
'74	29'	Seafarer	9,900
'69	30'	Ericson	18,900
'73	30'	Tartan	28,000
'78	30'	Catalina	30,000
'78	30'	Catalina	30,000
'80	30'	Catalina	29,000
'81	30'	Catalina	33,000
'83	30'	Catalina	33,900
'83	30'	Catalina	34,500
'84	32'	Jeanneau	49,500
'84	34'	Fisher	109,000
'83	36'	Catalina	65,000
'85	36'	Catalina	69,500
'82	36'	Watkins	75,000
'82	36'	F-3	115,000
'84	38'	Catalina	69,000
'76	38'	Nauticat	128,000
'79	46'	Morgan	150,000

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'84	22'	O'Day	9,500
'71	22'	Catalina	4,995
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'72	23'	Ranger	9,995
'62	24'	Lapworth	11,500
'67	25'	Coronado	6,000
'77	25'	Catalina	13,500
'70		Intern'l Folkbt.	10,500
'69	26'	Ericson	11,000
'68	27'	Santana	13,995
'71	27'	Catalina(7)	13,000
'69	30'	Ericson	27,500
'73	30'	Fisher	54,000
'73	30'	Islander	24,900
'79	30'	Catalina	30,000
'82	30'	Catalina	34,500
'74	3-30'	Cal	25,000
'60	33'	Voyager	24,995
'70	34'	Bristol	29,995
'71	34'	Colombia	30,900
'80	34'	Wylie	49,500
'69	34'	Islander	34,000
'79	36'	Allied	79,995
'77	36'	Islander	55,000
'83	38'	Wauquiez	110,000
'84	36'	Grnd Banks	135,000
'77	39'	Cal	76,500
'85	40'	Nauticat	185,000
'82	40'	Swift	105,000
'80	46'	Alaskan	155,000
'77	50'	Gulfstar	107,000

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# LETTERS

## □ RISKY BUSINESS

One day in early October, my 14-year-old son Kris, a friend of ours, Ken, and myself made an attempt to sail out and around the Farallones in our Pearson Vanguard. Due to sea and wind conditions, we decided to abort at the Lightbucket and head back for the Gate.

About a half mile from the South Tower, we noticed five or six sailboarders tacking back and forth between the shore and tower, jumping the four to five foot seas as they went. Without a doubt, they were very experienced.

However, I know from past occasions that sailboarders like to 'snuggle up' to larger boats as they literally fly by. With the wind gusting over 25 knots off our quarter, it would be a dangerous situation if one of them fell directly in our path. Fortunately, those who fell didn't do so right in front of us.

We had just passed beneath the bridge when a sailboarder, who had previously passed our bow, tacked and took aim for our stern. I wasn't concerned, because at the time we were making 6.5 knots and I knew he would clear us. What I forgot about was the red 10-ft West Marine dinghy we were towing 20 feet off our stern.

A few seconds later a loud Whap! reached my ears. My son exclaimed that the sailboarder had hit the dinghy square on the beam. We figure that the sailboarder had been doing approximately 20 knots before contact, and thus was catapulted onto the dinghy before crashing into the water. He remained immersed for a few moments, during which we watched to make sure that he was okay. In time, he got back up and sailed off. We don't know what, if any, injuries he suffered.

I'm the first to admit the beauty and attraction of sailboards on the Bay and rivers, but I think these folks should realize that a day of speedsailing could well end up as a day of sorrow if more caution isn't observed. From what I've seen, far too many sailors wait until the last minute to avoid a collision.

Please, keep a safe distance.

Mark and Kris Warnock  
Escape, Pearson Vanguard  
Richmond

*Mark and Kris — No doubt the sailboarder was trying to use your inflatable as an obstacle to jump over.*

*As much as we agree with your sentiments, we're afraid that a rational appeal is going to have very little effect. The problem is that there's something so appealing to athletic youth about 'shaving' that it's virtually irresistible. Something to do with hormones, we imagine.*

*It reminds us of what happens when a board surfer riding a wave is about to cross paths with some completely vulnerable soul paddling out. Does the guy riding a wave, who is in complete control, carefully maneuver around the helpless prone person in his path? Of course not. All self-respecting surfers wait to the very last six inches to throw a radical cut-back, thus inundating the 'victim' with spray and scaring him most of the way to death. We don't know why they do it anymore than we know why we used to do it.*

*We suppose the best we can do is be thankful that in the case of wild sailboarders the one in control is most at risk; with surfers it's just the opposite; it's the passive paddler whose health is at stake.*

## □ WHAT TRICK?

In response to your 'trick question' in the December issue concerning over-the-bottom speed, you mention a 4.5 knot ebb sucking water out the Gate.

If I'm not mistaken, the photograph accompanying the copy has something that looks suspiciously like Angel Island in the



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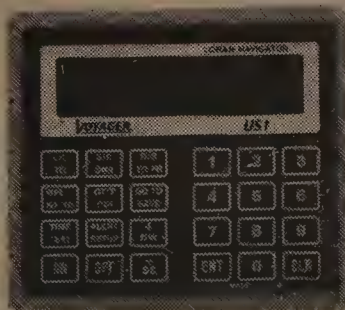
Simply program in your on board phone number and up to 4 dial-out phone numbers and Vessel Alert will call one or all of the dial-out numbers until it reaches you! See Vessel Alert at our booth in the San Francisco Sports & Boat Show.

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28 October 1987

Cal-Coast Marine, Inc.  
310 West Cutting Boulevard  
Richmond, CA 94804

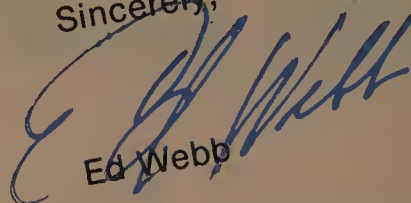
Dear Folks,

I've been meaning to drop you a note but am only now getting around to it. I recently had my sailboat, *Schuss*, in your yard for an extended stay while you were doing repair work on the hull which was damaged during shipment to the West Coast. I wanted to let you know I was exceptionally pleased with the work you did and the help you provided me as I did some additional work on the boat bottom.

I must say I was somewhat hesitant to let Cal-Coast tackle the extensive fiberglass repair job having no basis on which to compare yards. In spite of assurances, you never really know. However, it's nice to know I made the right choice.

I would like to single out Richard and Steve in particular. They were most helpful throughout. Again my thanks for the outstanding service and I look forward to doing business with Cal-Coast in the future.

Sincerely,

  
Ed Webb

Cy to:

George Gombasy  
Marine Surveyor  
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# LETTERS

background, which would mean *Unicorn Star* is headed west toward the Gate, in which case she'd be flying along aided by the ebb.

Now I realize that thousands of readers undoubtedly noticed this, so let me distinguish myself from the throng by noting I'm a former scow sailor from Iowa who has been here about a year and would like to crew with some semi-serious one-design racers.

Keep up the outstanding quality, I really enjoy your magazine and would do almost anything for a *Latitude 38* t-shirt.

John Eddy  
515 Harrison St.  
San Francisco, 94105

*John — You've distinguished yourself from the throng, but perhaps not in a way you might have wished. The photograph you refer to depicts Unicorn Star headed NNE, into a heavy ebb, just as we said. The land in the background is Alcatraz and the East Bay hills; but even if it were Angel Island, the boat still wouldn't have been headed anywhere near west. There was no trick involved.*

*To show we're sports, we've included your address in case anyone is looking for crew. Just promise us you'll not try to pass yourself off as 'local knowledge' quite yet.*

*Latitude 38 t-shirts are easy too get; just send your size and \$10 to Box 1678, Sausalito, 94965.*

## □ GOOD GUYS IN MONTEREY

I read with interest your October article on the new Monterey haulout facility — with sea otters, and would like to add some positive comments.

I recently had my Cal 28 hauled out at the Monterey Bay Boatworks and found the staff to be competent, friendly and professional. They allow five free lay days. Since I was doing all my own work, I was under some pressure to get everything done in the time allotted — especially since the weather didn't cooperate when I was ready to apply the bottom paint. I went back in the water a day late, but because of the rain I wasn't charged for it. I considered this to be very fair.

The fees the new yard charges are very reasonable, competitive with those at Moss Landing and Santa Cruz. Thus I would urge any Monterey area sailors to consider giving this yard a try. Ask for Tom McKervery, the yard shipwright; he will do all he can to make your stay in the yard as pleasant and productive as possible.

And then there are the sea otters, who swim about in Breakwater Cove. They provide entertainment whenever you need a break from your work.

I might add that I'm a local and foreign distributor of *Latitude* as well as being an avid fan. I send copies to the Caribbean where my parents live in the winter and to several friends in Canada. The remainder of my monthly allotment goes to everyone I know around the Monterey area.

Do I qualify for a Roving Reporter t-shirt?

Judd H. Radfield III  
*Peregrinus*  
Carmel By The Sea

*Judd — We'll see if we can't dig up a R.R. t-shirt for you.*

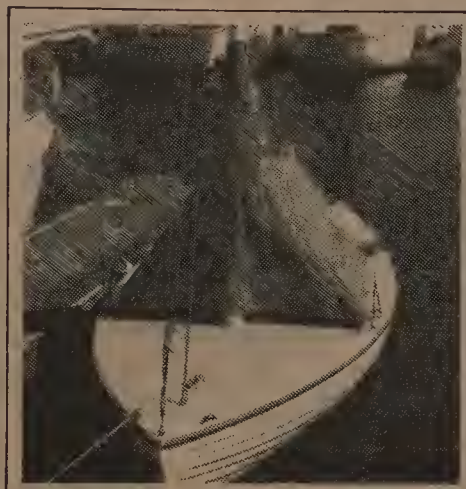
## □ WONDERING ABOUT THE END OF THE WORLD

You put out a fine magazine, written like a sailor would write when he has to sit behind a desk.

But I wonder, does the world really end just north of the Golden Gate? How come you never — or at least very seldom — write about sailing trips north to the wonderful, soggy world of the Pacific

# Yes

## WE DO COVERS!

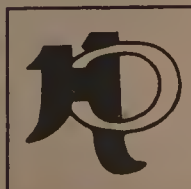


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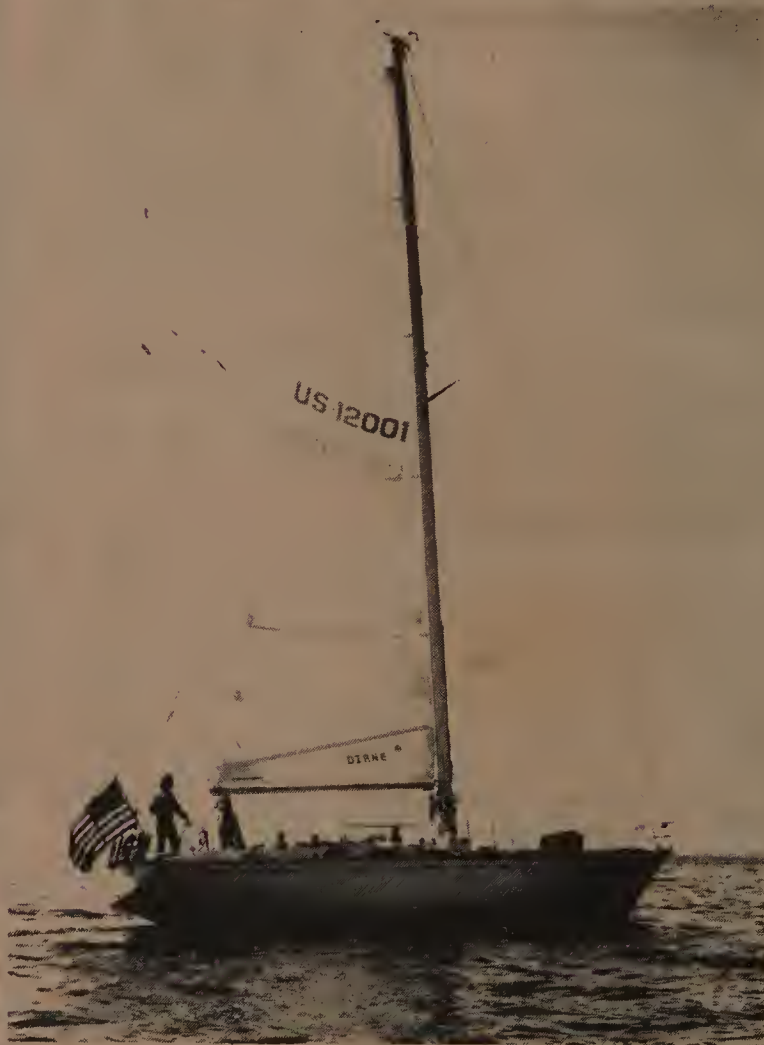
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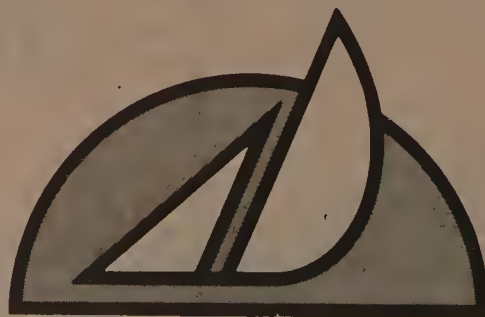


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# LETTERS

Northwest?

Let me guess. Because ultralights don't do to windward? Because we rust rather than tan?

The truth is, we have beautiful anchorages with plenty of room — and no harbormasters to chase sailboats away.

We also have sea nymphs. And since you wouldn't believe me, I have enclosed a photograph. Creatures such as the one in the photograph are shy and disguise themselves in clothes when they must go among people. The tale about their having fish tails is just something your mother would like you to believe.



Au naturel pulcritude, Pacific Northwest style.

My favorite cruising ground is in the Canadian waters around Vancouver Island. My Canadian friends enjoy your magazine just as much as I do. Does it constitute an international delivery if I give them a copy of *Latitude*? If this then qualifies for a Roving Reporter t-shirt, I take a large.

Peter J. Lange  
Pleiades  
Seattle

*Peter — Everybody talks about the cruising in the Pacific Northwest, but nobody writes about it. How about an 'Idiot's Guide to Cruising the Pacific Northwest'? Put that together and we'll keep you in Roving Reporter t-shirts for a couple of years.*

*As for why we personally don't write articles about sailing to the Pacific Northwest, we'll give you the straight truth: it's a combination of the weather and time. If we had unlimited free time, we'd certainly have spent more time sailing up there. However, the older we get the more our fondness for warmth and sunshine grows. We've yet to find a better way to greet the day than by diving over the side into clear, blue 80 degree water. And if we've got to endure rain, give us those rip snortin' tropical torrents that last for an hour — as opposed to day after day of cool gray drizzlers.*

*Believe it or not, cool and wet weather has a melancholy affect on sea nymphs of the Pacific Northwest, too. The last time we saw one turned loose in the warmth of the Sea of Cortez, she wasn't the least bit shy and never ever bothered to disguise herself in clothes 'when among people'. By the time she returned to her business in the Northwest marine industry, she was darker than a 'brown and serve' roll.*

## ☐ PERSONALLY INVOLVED

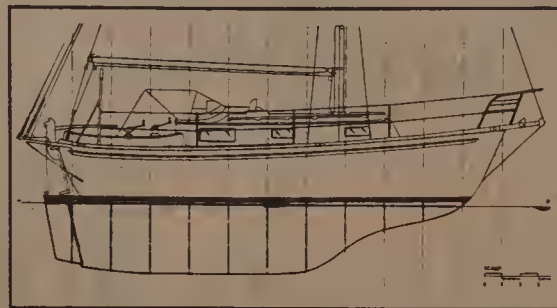
I'd like to let people know the level of customer satisfaction I've experienced with Catalina Yachts.

It started eight years ago when I purchased a used Catalina 22. Two years later I progressed to a new Catalina 27; my new Catalina 34 is my third boat in a row from that company.

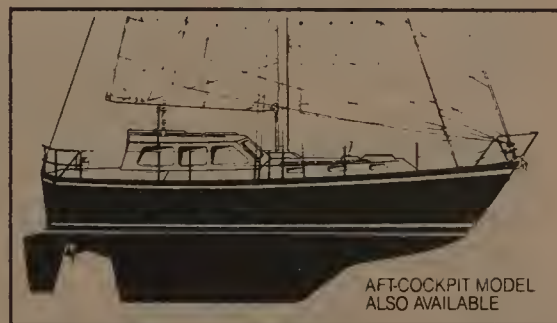
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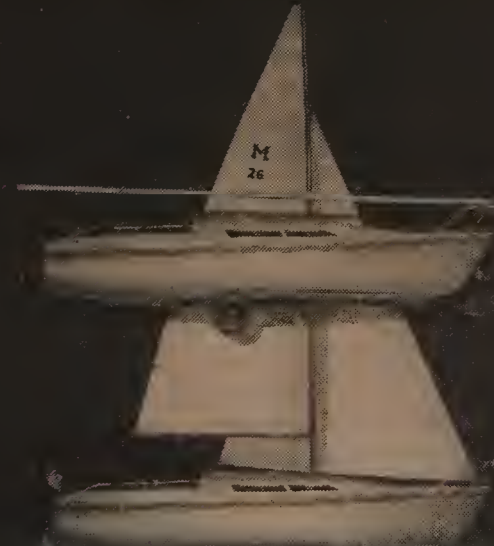


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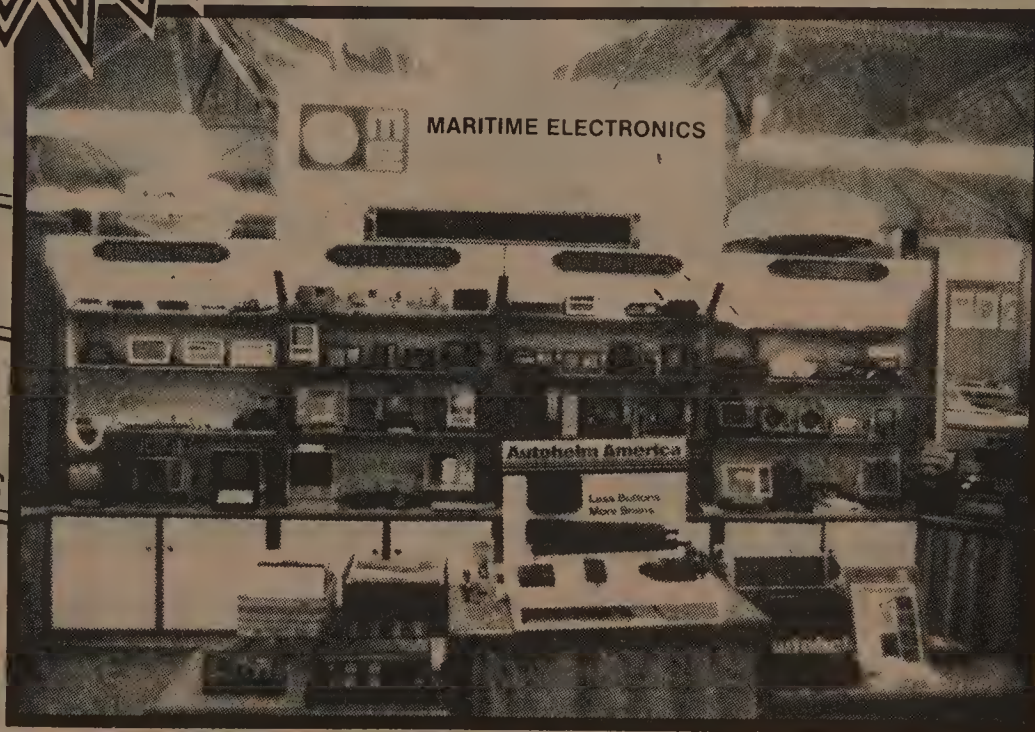
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# LETTERS

A couple of experiences typify my relationship with the manufacturer. While my local dealer, Farallone Yachts, has given prompt attention to all the minor problems I've had with the boat, there were two items they couldn't immediately fix that required I contact the manufacturer.

I wrote Frank Butler, the owner of Catalina, and he became personally involved with my difficulties and followed up on them. Not only was my port window replaced and new shelves custom fabricated for the ice box, but they were done for free. This despite the fact the warranty period was technically over.

I think the strength of a company can be measured in part by the capability of the dealers that represent them. The service and support I've gotten from Del Littfin at Farallone Yachts over the last year has been first class; they wanted to see me happy even after I'd sailed *Coconut Telegraph* over the horizon.

Companies and dealers like these are a credit to the boat industry; thank you Del and Frank.

Kibry Coryell  
*Coconut Telegraph*  
Los Gatos

## REFLECTIONS ON A SLED RIDE

Thought you might still be interested in some reflections about TransPac '87.

Several months after my first TransPac race, I believe I can answer the question that all participants must ask themselves some time during the race: "Why do people do it?" After all, why would anyone spend months of preparation and thousands of dollars just to get seasick and exhausted?! Certainly, much of the race is fun and good times, but there is more to it than that.

First, TransPac takes you away from a complex world where it seems you have less and less control over what is happening. During the race, all you're doing is trying to survive and make your boat go fast. Ten days of not reading the morning paper and not watching the evening news — TransPac lets you forget the world's problems, as well as your own, and focus completely on the problem at hand. It is nice to get away.

Secondly, the TransPac reaffirms your faith in the fellow next to you. Ocean racing attracts more than its share of "can-do, make-it-happen" kind of people. They are prepared to go out in the middle of the ocean and solve whatever problems arise without asking for help. Sailors are an independent, self-sufficient bunch. But come to find out, the problems that come up cannot be solved alone. It takes a team effort to sail well. Everybody gives the best of themselves. The stress of the race brings out everyone's best qualities — compassion and a willingness to help one another.

So in the end the TransPac is so much more than trying to sail the fastest race. It's running away from the world for a while, and thankfully finding that you're not alone.

Brian Chang  
*Chasch Mer crew*

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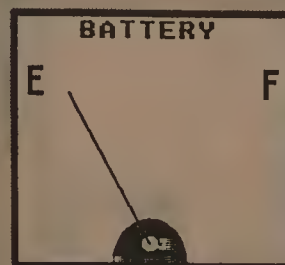
I want to thank you for the *Newland and Dinsmore* article written by Shimon van Collie and published in your September 1987 issue.

Because we have had to spend most of our time working on the new boat in the shop, Dan and I have had little time to sail. Your article came at a time when I was certain that the rest of the sailing world had forgotten about us, and that we were doomed to wander about in the obscurity of a dusty spar company forever. We still have a long way to go, but to know we haven't been forgotten provided a boost to our morale.

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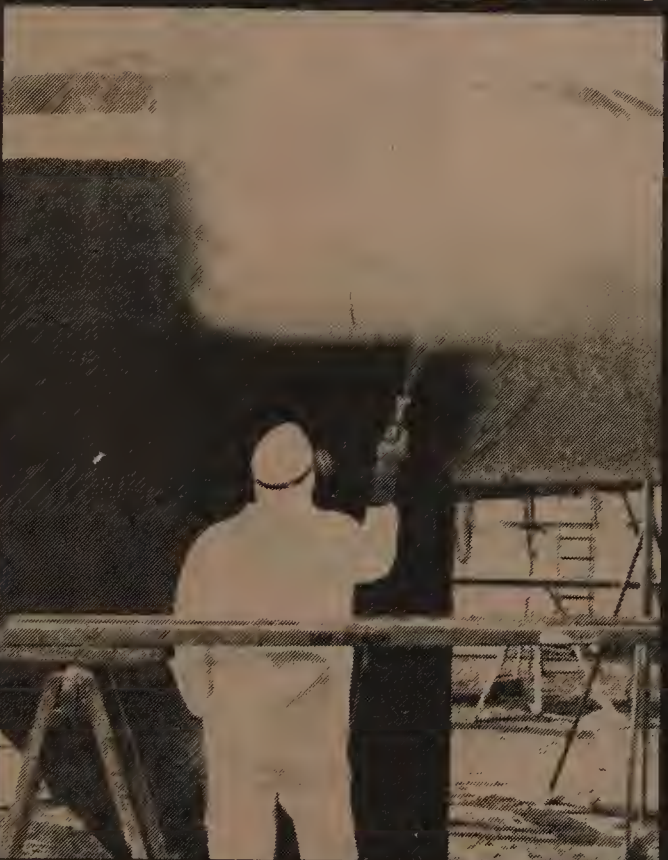
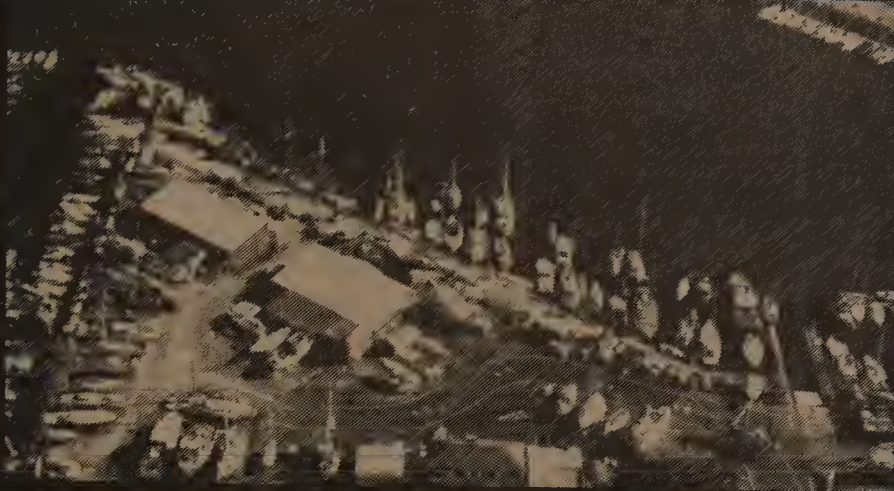
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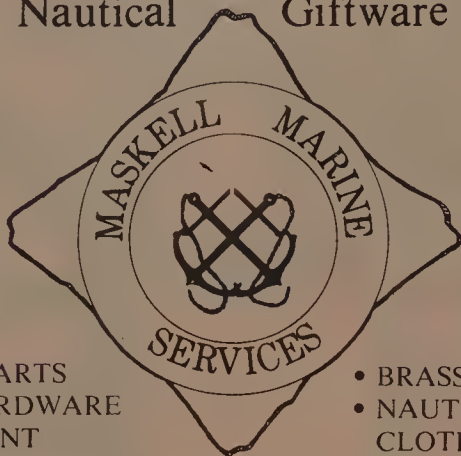
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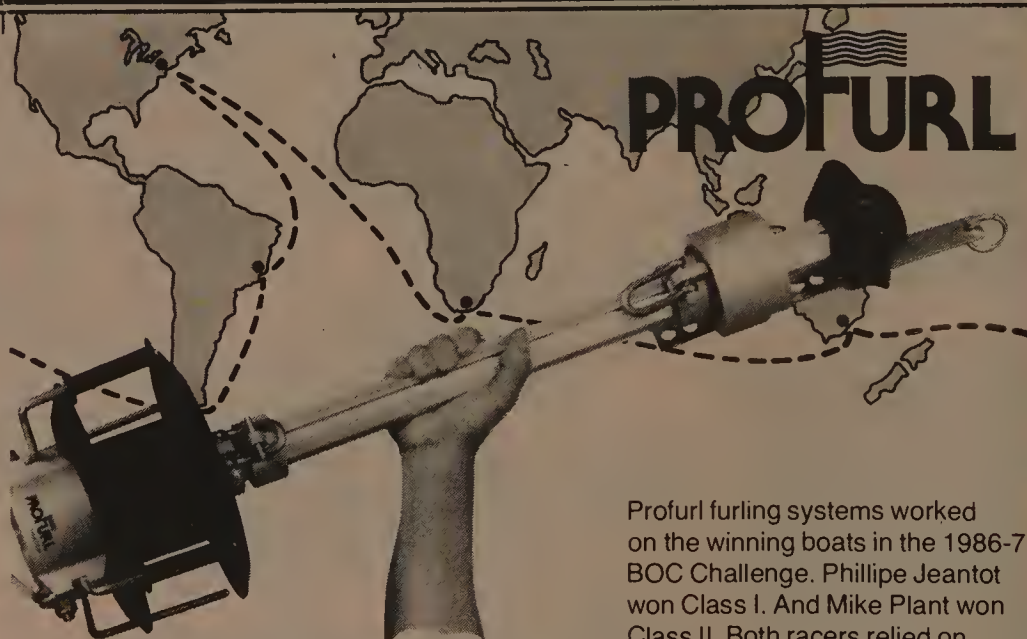
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# LETTERS

Recently, I had to document my sailing experience. The way I did this was to go through all the back issues of *Latitude 38* to 1978. It became apparent to me that *Latitude 38* is much more than a chronology of sailing events for the San Francisco Area. The magazine has achieved something that I have never witnessed before; it has captured the soul of a sporting activity. As I browsed each issue page by page through the years the feeling of what was happening leapt off the printed page. The Bay Area is indeed fortunate to have an institution like *Latitude 38*.

Frank F. Dinsmore  
Fair Oaks

Frank — By the same token, *Latitude* is fortunate to have Northern California and Northern Californian sailors — without which and whom we'd be a lesser publication.

Hope you both make it to the Three Bridge Fiasco.

## □ THE MONUMENTAL TASK IN BERKELEY

The enthusiasm of John Crüger-Hansen, the new Berkeley Harbormaster (November), is refreshing and his credentials are impressive. It appears he has found the challenge he was looking for in trying to tame the Berkeley Marina!

As a former tenant, I think I have an inkling of the monumental task he is facing. In addition to upgrading the place — the showers are even worse than the docks — John has some serious security problems to contend with, a point not addressed in your article.

I reluctantly moved my boat out of Berkeley over a year ago after my car was trashed twice in one month. Calls to the Berkeley YC, the Berkeley Police Department and the Harbormaster's Office revealed that such vandalism was a daily occurrence.

I would love to start sailing out of Berkeley again if only I didn't have to worry about returning from a sail to discover my car windows smashed and the dash torn out with a crow-bar.

Ron Ellsworth  
Huldra  
Marina Bay

Ron — Although the vandalism issue wasn't addressed in the article, we're certain it's a big concern of a 'big picture' administrator like Crüger-Hansen. We wish him success, both for himself, for the people who berth boats there, and perhaps most of all for the besmirched reputation of Berkeley.

## □ THE CONTEST IS OVER

Re the photo caption quiz for the big tractor pulling the little powerboat from the water.

You guys must have missed the guy's bumper sticker. It read: "My other boat is a 12 Meter".

While we're on the subject of 12 Meters, let's have a big round of applause for Mr. Michael Fay of New Zealand for saving us from Twelvedom. Anybody who builds a 120-ft racing boat is Mr. — right?

Dave Linger  
Seattle

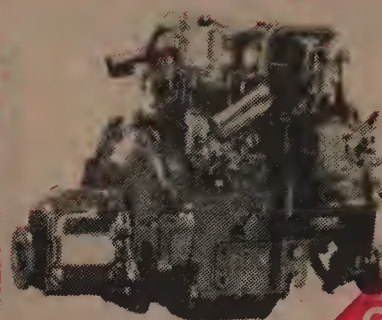
Dave — Nice call on the bumper sticker; your Roving Reporter t-shirt is in the mail.

## □ I BEG YOUR PARTON

Re the letter from Janet deRoss about bathroom architecture in the December *Latitude*.

I think that Janet deRoss is being a little too sensitive about archi-

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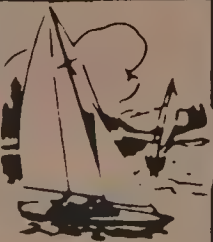
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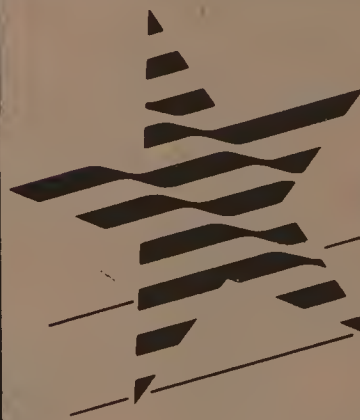
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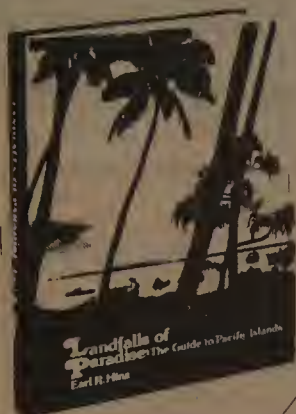
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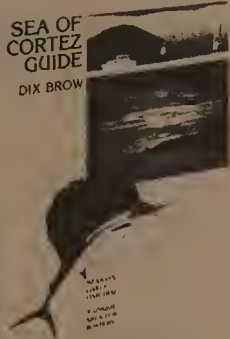
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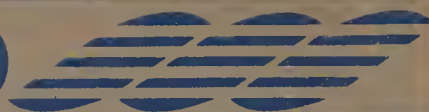
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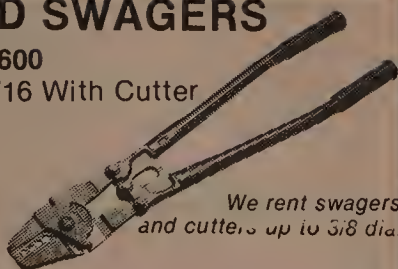
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# LETTERS

tectural landmarks that resemble women's breasts. After all Janet, how many architectural phallic symbols do you think are out there?

Incidentally, the San Onofre nuclear domes are commonly known as 'the Dolly Parton Memorial'.

Mike Reardon  
Laguna Hills

Mike — While we agree with you that Janet seems to have gone a little — excuse the pun — overboard, you've nonetheless raised an interesting question. Are there in fact anywhere near as many phallic symbols as there are symbols of female sexuality? We don't think there are — although we have to admit our mind isn't predisposed to those kinds of things.

## □ FIRST — OR WAS IT THE SECOND?

In the November issue article *My Second Time*, the Bounty II's are referred to as "the first large fiberglass production sailboat" and *Island Girl* was said to have been built in 1958.

I thought my 34-ft Chinook hull #7, also built in 1958, was the seventh production fiberglass boat built in the United States.

The Chinook was built by Yacht Constructors in Portland and started production in 1956. Sixty-eight Chinooks were built in all, 67 of which are still afloat. (One washed up on the coral during a hurricane in Hawaii.)

Yacht Constructors is still in business, building strong, safe and seaworthy Cascades of 23, 27, 29, 36 and 42 feet. I love my Chinook and would like to hear from other Chinook owners.

So tell me, is the Chinook line the first or second?

P.S. We here in Oregon love your rag and look forward to every issue. I have sailed to San Francisco Bay and then to Hawaii; I now live aboard in Oregon where the landsmen don't care where you anchor.

Chris Gullikson  
9427 H Alma  
Portland, Oregon

Chris — We were only eight years old at the time, so we personally can't say for sure which of the boats was built first. We do know that the Bounty II is widely credited with being the first large production fiberglass boat, but that may be on account of the considerable public relations talents of Fred Coleman, who started the whole thing, if we remember his clippings, back in 1956.

## □ NO LONGER WELCOME HERE

As some of your *Changes* readers might remember, Jim and I went cruising on *Insatiable* in October of 1986. We were welcomed in Baja. We were welcomed in French Polynesia (sometimes beyond our wildest expectations). And we were welcomed in Hawaii where it was a pleasure to hear English spoken again. *Insatiable* had become our home as well as the vehicle of our adventures.

Now that we are back in the Bay, we find we are not welcome. Most marinas are already over their 10 percent liveaboard limit as specified by the BCDC. We greatly appreciate our kind being tolerated at a marina which is over the limit, a marina which therefore shall remain nameless. However, we have been asked to leave as they do not have room for us to liveaboard. We plan to remain in the Bay Area until October, too long to qualify for temporary status. Where to go?

I feel like a displaced person, no longer welcome in my own country. I have been told I should no longer live in my home.

Jim and I want a legal place to liveaboard *Insatiable* where we will be welcome. We are on all the appropriate waiting lists, but the word

## The Armchair Sailor

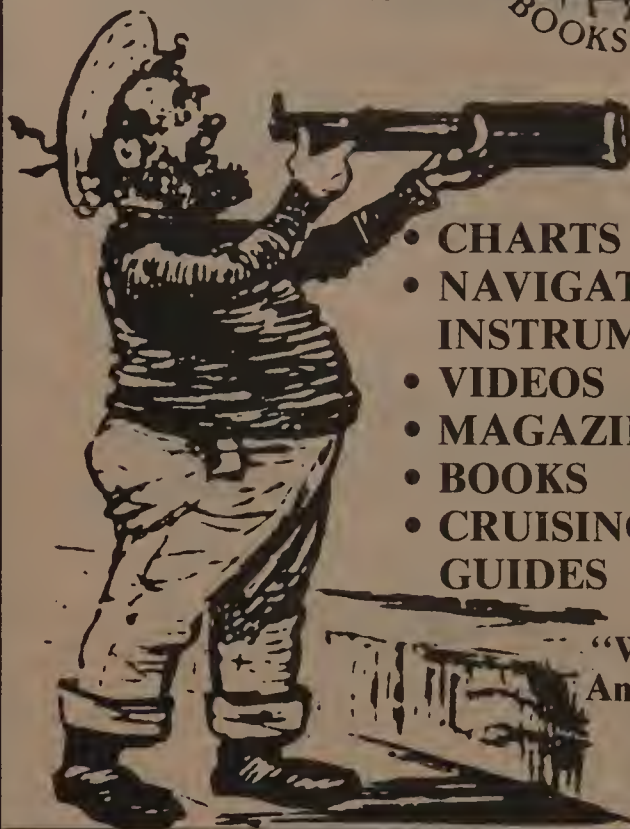
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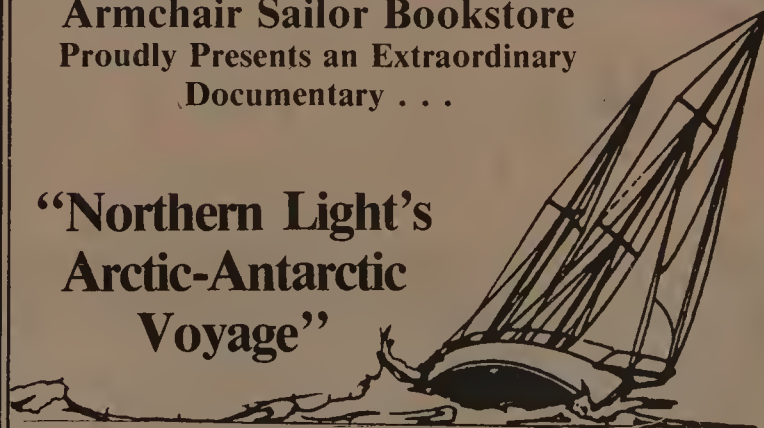
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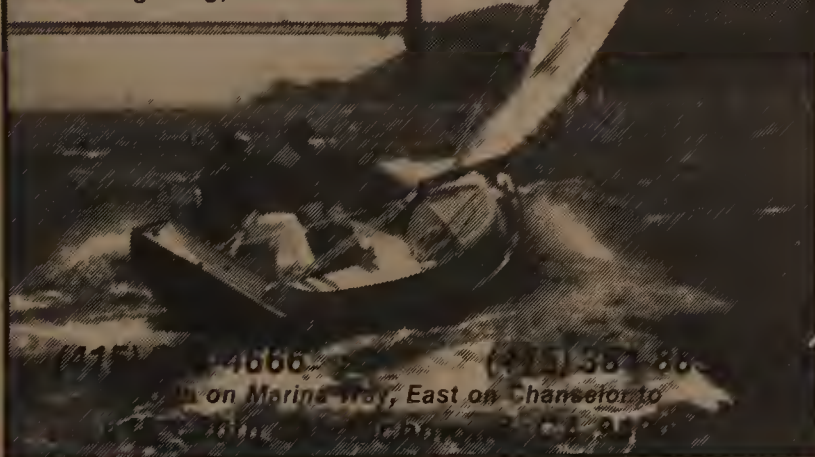
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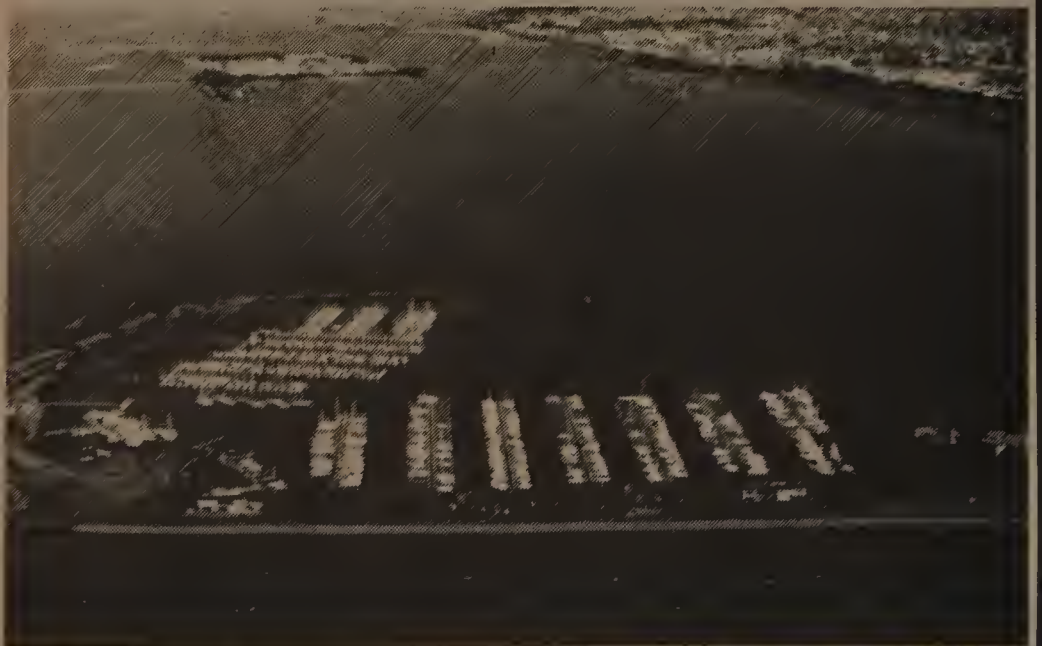
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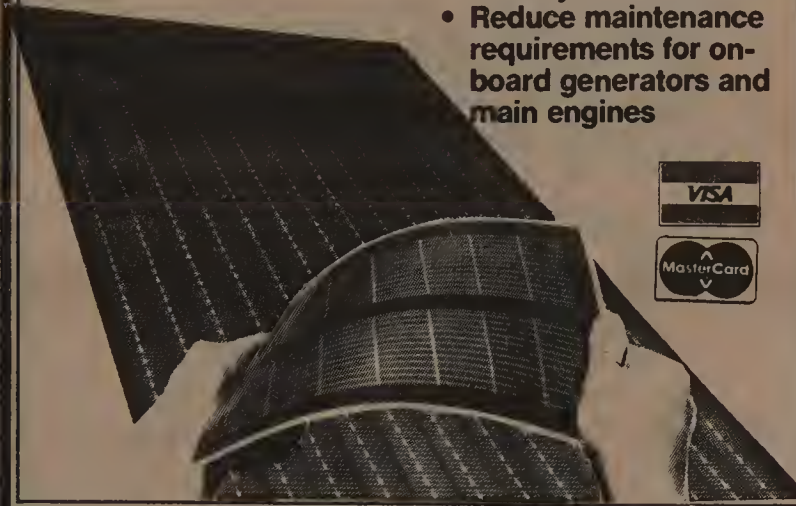
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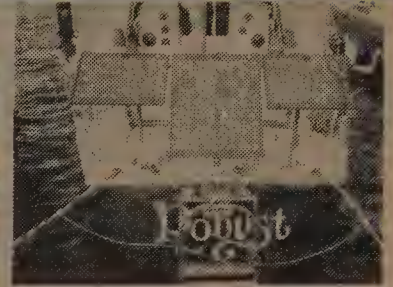
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# LETTERS

is that people presently living aboard wish to retain that status — which makes sense to me. There just doesn't seem to be room at the inn for people like us who do not wish to perjure ourselves in order to live on our own property.

I am deeply disappointed that the BCDC has elected to use its power as it has; I wonder whether their action is legal.

Ann Taunton  
Somewhere in the East Bay

*Ann — In all honesty, there aren't a lot of terrific options. You can challenge the legality of the BCDC's 10 percent solution in the courts, but you could buy your own marina with the money it would cost.*

*Or, there are a number of 'grounds' or 'rationalizations' by which you might be able to permit yourself to be a sneakaboard. Such as:*

✓ *Being a 'conscientious objector' to the BCDC definition of boats as "fill" (which is the basis of their jurisdiction over boats).*

✓ *Assuaging your conscience by noting that 'everybody' sneaks-a-board just like everybody speeds on the freeways.*

✓ *Convincing yourself that living aboard is a victimless crime created by uninformed legislators that have abrogated your California constitutional right to free navigation.*

✓ *Believing that your being denied to liveaboard in an otherwise empty slip is a violation of your human rights — the liveaboards in Richardson Bay have been supported in a variation of this position by the Marin County Human Rights Commission.*

*Then too, you could move to the East Bay of the Columbia River where we're told they don't hassle people living on boats.*

## □ MYRON'S JEWEL WOULDN'T FALL OFF

Reading Jann Burner's letter (December) regarding dumb things done with sailboats reminds me of the day I took my Spaulding Clipper out to teach a friend to sail. At the time I had just finished restoring the boat and it had to be the brightest — perhaps gaudiest — small boat around. It had Tahiti yellow topsides, a black boot top and a white bottom. I was anxious to get the boat in the water; with the 'crew' in tow we set out.

My first mistake — other than leaving the dock — was to forget what summer weather is like on the Bay. When we left the Sausalito YC hoist, the wind was light from the southeast; perfect for teaching sailing. We spent an uneventful two or three hours between Richardson Bay and Harding Rock. But when we returned it was blowing 25 knots out of the northwest!

The hoist we needed to get to was then located on the leeward side of Pier 4 in the main harbor. The entrance was wide enough, but the slot narrowed down near the hoist. It would make berthing the boat a real challenge with the wind on the beam. I needn't have worried about the area near the hoist, however, as my f—k-up occurred while still outside.

Because I had a non-sailor as crew, I elected to lower the jib and sail in with the main only. Now a Clipper has a 3/4 rig featuring a tiny jib and a great big main — which means those suckers like to go to windward, directly to windward if necessary.

So there we were, screaming up to the harbor entrance, close hauled (read strapped tight) with no jib, a semi-novice skipper, no crew (he's just barely holding on), attempting to enter the narrow harbor by falling off to leeward in a boat that wants to go to windward.

With the north breakwater looming ahead and the 'crew' yelling a warning, I put the helm down. But guess what? Right, Myron's jewel wouldn't fall off! Now, do you think that I, this quasi-expert with the bright yellow hull that's about to become six inches shorter as a result

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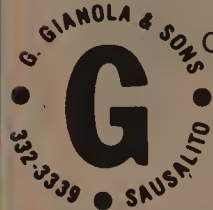
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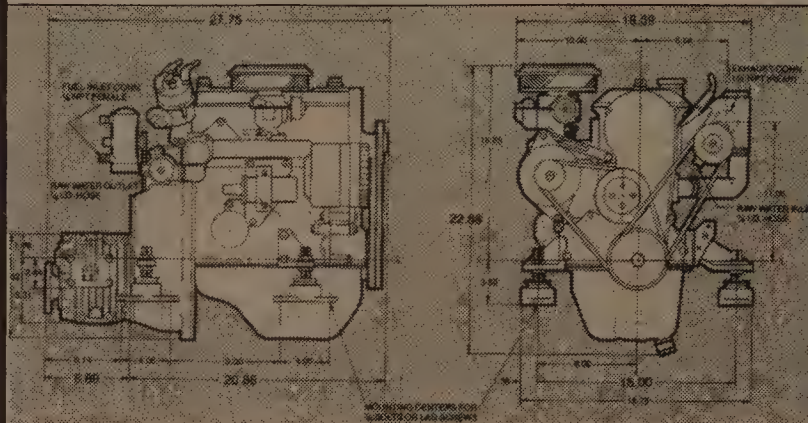
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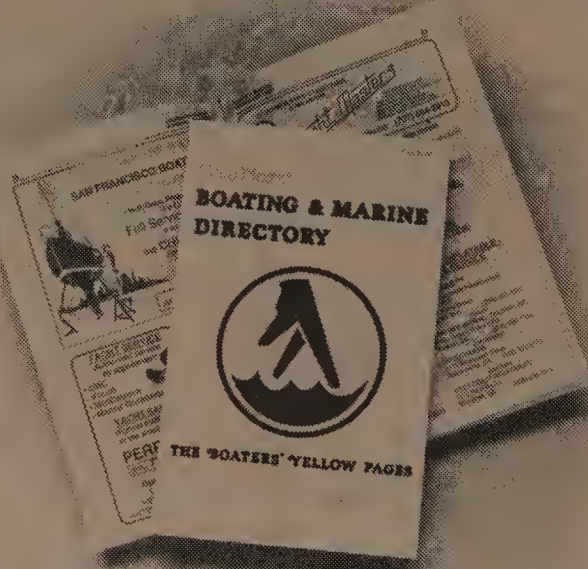
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# LETTERS

of hitting the breakwater, would remember to ease the main? I didn't.

I'll never tell which it is, but that Clipper can forever more be recognized by its unique stem, the one now made of Marine-Tex.

The student? He never went sailing again, but he's spent the last 20 years telling everyone about the hot-shot sailor who once took him for a wild ride.

The skipper? He went on to bigger and better things — like dragging anchor in Raccoon Straight during a four-knot ebb with his friend's boat. But that's another story.

Edward W. Jose  
Lafayette

## □ OPEN LETTER TO THE GOLDEN GATE TRANSIT FERRY DIRECTOR

This letter is to inform you of the serious and possibly negligent operation of one of your vessels, the *Sonoma*, on the evening of November 21.

My vessel, *Frolic*, a 22-ft sailboat, was motoring westward up the Corte Madera Creek Channel at approximately 5:25 p.m. Since the tide that evening was a minus 1.1 feet, I was not in the small boat channel as my draft is nearly five feet. As the *Sonoma* approached me from the rear at very close range, I moved as far as possible to the left to get as close to the small boat channel as possible without running aground.

It is my opinion that the captain on duty at the time should have slowed down to reduce the size of his wake due to the state of the tides and the Coast Guard regulation which makes every vessel responsible for its own wake.

The consequences of his not slowing were to drive my boat onto the mud, making it impossible to maneuver, swamping me, killing my motor and thoroughly soaking everything on board. In the process of this swamping I took on three to four inches of water into the bilge and my motor has not quite run properly ever since.

Additionally, I feel that the captain or one of the deck hands should have noticed my obvious predicament and offered some assistance or at least have hailed me to see if I needed assistance.

In summary, I can only stress that each captain of a vessel is required by law to operate his vessel in a safe and prudent manner, is responsible for his wake, and should offer assistance to any mariner in distress.

I hope that you captains will use a little more caution in the future and I would appreciate the courtesy of a reply.

Allen P. Brown  
Mill Valley

## □ THE BEST TOOL FOR SELF-PRESERVATION

It's me again, the guy who stuck his neck out about ferro-cement boats. And yes, I can see this whole thing was a terrible mistake. But I have to ask why it should have been so. Some of the responses by people with ferro-cement boats are hardly worth an answer, while others displayed a poor grasp of the facts or misunderstood previous communications.

The real problem — as I see it — is the incredible degree of personal attack and attempt to discredit the writer, which is always a poor way to make an honest point because all meaningful communication stops. It's replaced by ego and emotion, so nobody wins and nobody learns.

My motives for writing such a provocative letter obviously were not clear. They were partly rooted in the fact that I have fished commercially on three coasts in various types of vessels, worked as a marine carpenter in Maine on tugs, operated my own small tug on Lake Michigan and adjacent waters, and earned my living for seven years

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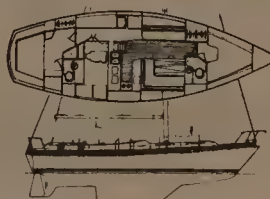
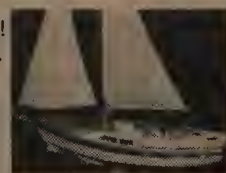
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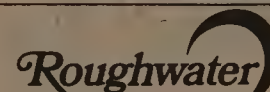
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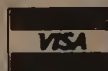
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# LETTERS

as a skipper and boatwright.

I've seen boats come and go, and a few people gone forever. Maybe it sounds morbid, but just read the *National Fisherman*. But the greatest tool for self-preservation is knowledge, and by sharing an experience that brought me what I felt to be lifesaving knowledge, I can face my friends with ferro-cement boats, even the friend who told me "too late I already spent the money", knowing that I gave something of a warning. It was strictly selfish, I suppose, but I do feel that we all have a responsibility to all people to share the knowledge we gain, even if we have to endure public rebuttal for a while.

Suppose we all give each other a break and talk about the issues, not personalities, and maybe we'll all become a little wiser and safer. I for one have learned a great lesson, at more cost than you can imagine. But it should help me learn from this point on.

P.S. I did not moor the boat that was lost, the owner did, although I would have done the same. Two other boats were lost that day, both wood.

David S. Trupiano  
Menlo Park

*David — We'll be the first to agree that you took a lot of heat for expressing your opinion about ferro cement boats, but we think you brought a lot of it on yourself. Put yourself in the shoes of somebody who has done a five-year circumnavigation or made a half dozen trips to the South Pacific on ferro cement boats. Isn't it natural that they'd take umbrage with your opinions?*

*Personally speaking, ferro-cement isn't at the top of our list of hull materials. By the same token, we simply can't deny all the circumnavigations and transoceanic voyages that have been made in cement boats. We think several of your critics came closest to hitting the bullseye when they suggested that it's not kind of material that's so important, but how well the material is used to make the hull.*

## □WHAT ABOUT 'US'?

As a long-time San Francisco Bay sailor and owner of a 30-ft sailboat, I want to congratulate you for your continued support of our chosen sport of sailing. The features, editorials, and even the advertisements are usually educational and make for most enjoyable reading. Thus I hurry to the local chandlery near the first of each month to pick-up the latest issue.

But as much as I might like to join in with the hot-rod racers and local rock stars, and as much as I might like duplicating some of the offshore passages and coastal cruises that I read about, I have to be realistic. I am a 40-year-old, 40-hour week, two car, two children type of guy. Therefore, the kind of sailing I take part in is usually just going out for a daysail or — when my wife and I can 'off' the kids — maybe a two or three-day cruise around the Bay.

Aren't most of your readers in the same boat as I? Don't they, too, mostly go daysailing? I wonder, for example, whether 'my type' of sailor isn't the guy that supports most of your advertisers. If that's true, you might consider that many of us would like to read more about the type of sailing that 'we' do. There must be thousands of yacht club sailors who join with their fellow members for cruises and low-key racing. There are probably 100 organized and semi-organized fleets of one-design classes that sponsor fleet racing and cruising. We don't hear much from them in your magazine.

Help! Your magazine could be a lot of help to 'us'. Over the years I have noted that many sailors do not really know how to anchor safely. Over the years I have noted how many boats sailed the central Bay with full mains and 150 genoas, pushing the boats over 30 to 40° and scaring the cockpits full of kids, grandparents, wives and non-sailors. Not only is it not safe, but it would encourage the begin-

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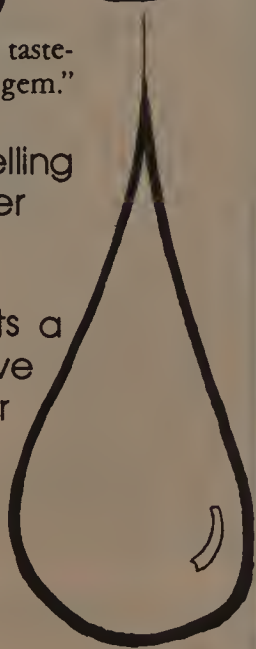
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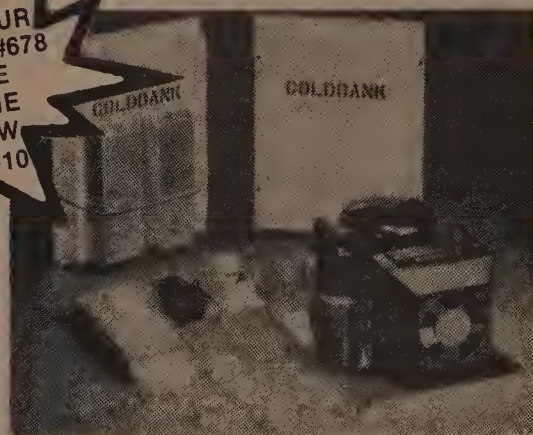
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# LETTERS

ner who doesn't know better to give up the sport. For he's sure to think that he can't handle his boat by comparing his abilities to those of the sailors he reads about in *Latitude*, the ones on the fleets of 40-footers screaming downwind past Alcatraz, spinnakers and bloopers flying in 30 knots of wind. Or singlehanders racing their 30-footers out to the Farallon Islands.

I don't want to spoil anyone's dream of winning the SORC or singlehanded to Tahiti, but if we encourage sailors to sail within their present abilities and to learn from the ground up, quite possibly more people who give the sport a try would stick with it. As you no doubt know by the large number of used boats for sale, a lot of people have tried sailing and given it up.

So how about it? In addition to feeding dreams that most of us can only partake of as dreams, why don't you support 'real' sailing. Give the regular guy a chance. I think that the bulk of your readers and advertisers would appreciate it.

Jeff Jackson  
Alameda

Jeff — A very thoughtful letter to which we'd like to make a few comments.

The editorial mix in *Latitude* is very carefully controlled to try to entertain and educate the greatest number of readers. This may not seem obvious at first glance, but would be if you carefully went back and examined each issue.

Our (mostly) monthly Bay Wanderer series is directed toward the beginning and weekend sailor, helping him/her to identify new places to go and new things to do with their boat. Last month, for example, we had a feature about going Christmas shopping by boat. In addition, we regularly run features on popular destinations such as Angel Island, Treasure Island, and the Delta, always trying to blend in some history and perhaps sailing technique to make the stories more interesting and informative.

The cruising articles and Changes in Latitudes feature may be of little interest to you, but they are extremely popular with a huge segment of our readers. You'd expect this to be true with folks who are about to cruise to or charter at the places written about, but it's also the case with many 'armchair sailors' who have no intention or interest of ever leaving San Francisco Bay.

Those features are very effective, too. Countless times in Mexico, the Caribbean or Hawaii we've had people come up to us and thank us for being their primary inspiration to go cruising.

As for local racing, you're way off the mark; there's nowhere near the "100 organized and semi-organized fleets" you assume. In fact, if you read our November, December, and January issues each year, you'll see a very organized list of all the handicap and one-design class winners, in everything from IOR machines to dinghies. And wherever possible, we run a photograph of the winning skipper, name his crew, and run a short feature on why he/she had been successful during the year. If you check December's issue, you'll see photos and interviews with the winners of classes such as Express 27, Cal 2-27, J/24, Ranger 23, Santana 22, and Cal 20. These are not grand prix racers, they're folks just like you with families and middle incomes.

We also salute the winners of even more casual races in our pages. A few months ago we listed the winners of all the evening beer can races — and racing doesn't get any less organized than that. Mind you, this stuff isn't spoon feed to us; every month the 'Winners' section requires never-ending telephone tag as well as travelling all over Northern California to get photographs. Nobody else even comes close to making that kind of in-depth commitment.

As for the suggestion that we ought to help educate the newer

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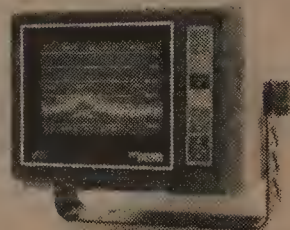
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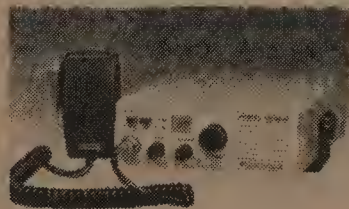
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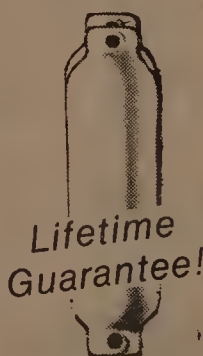
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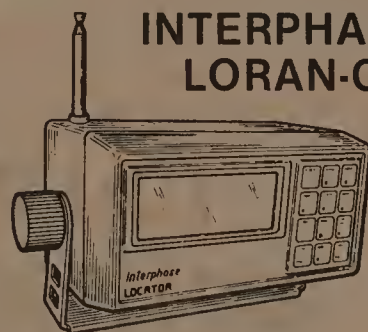
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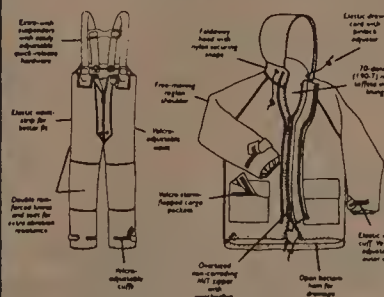
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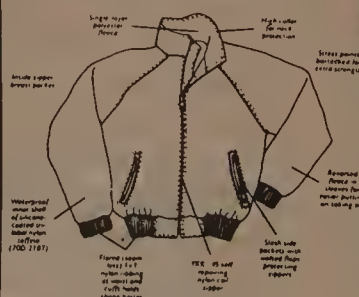
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23'	Ranger	10,500	28'	San Juan	24,500	41'	Tartan	69,500
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24'	San Juan	12,750	35'	Cheoy Lee	25,000	38'	C&C	79,000
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# LETTERS

sailors, we do run features and Sightings trying to accomplish just that. You suggest we write how it's unsafe and uncomfortable to sail a boat overpowered on the Bay. Jeff, we've done that, in one form or another, each of the last three years, usually supported by a graphic photo.

We also try to give 'real' sailors a thrill by running as many spreads of average boats as we can in Sightings. We know that 'nobodies' are tickled pink to be surprised by a photo of their boat in Latitude, and we try to accommodate as many folks as possible.

It's true, we have big features on things like the Big Boat Series, the TransPac, the Catalina Race. Part of the reason is because huge numbers of 'real' Northern California sailors participate in them, and partly because the average participant in almost any sport is always interested in what's happening in the 'big leagues'.

There's a lot of different kinds of sailors with a lot of different interests in Northern California. We understand what you're saying Jeff, but damned if we can figure out how we could do a better mix than we're trying to get now.

## □ THE EXTRA NICE TRIP

Just having had a marvelous time on a crewed boat, we thought we'd share the experience with your readers.

We departed St. Thomas — as quickly as possible — and via St. John cruised the British Virgin Islands. What's so nice about the area is the many uncrowded anchorages, relatively uncrowded conditions on land — most tourists arrive by boat — and virtually an unlimited area to snorkel. Hawaii is nice, but the Caribbean waters can't be beat for warmth, clarity and dive/snorkel sites.

The boat we chartered was a beautifully appointed Shannon 51, ketch-rigged, which handled like a Rolls. But what made the trip extra nice were Captain Dottie Parker and mate Bob Cook, both of whom are licensed for 100-ton vessels. The food was worthy of a gourmet restaurant.

If any of your readers has the interest and money to enjoy such a sailing vacation in such luxury, they can write D.J. Parker at Box 9997, Pegasus 51, St. Thomas, U.S. Virgin Islands, 00801. You'd love it.

But we must confess to having made a terrible mistake — upon arrival we found a high demand for *Latitudes* and we had neglected to bring some. To make up for it, please accept the enclosed check for a one-year subscription to D.J. and Bob at the above V.I. address with our thanks for a great experience.

Sue and John Van Del Wal  
Inverness, CA

Sue and John — The sailing is unsurpassed down there, isn't it? Your gift subscription is on its way; thanks for thinking of Latitude as a gift.

## □ PLASTIC DISPOSAL AND DUMPING

Over the past several months you've printed both letters and brief articles on the disposal and dumping of plastic wastes at sea.

As you may know, Assemblyman Dan Hauser authored AB 780, which would have allocated \$50,000 to conduct a study of the plastic waste generation in our waterways — and what options there might be to alleviate the problems. The bill did not pass, having died by the Governor's veto.

Our Governor said the bill was not needed, citing AB 2020 as a reason. Once again, the Governor missed the mark. AB 202 is the bottle and aluminum can recycling bill — for which we all add one cent to the appropriate container cost at the time of purchase.

How the Duke can relate the two bills boggles the mind. It also

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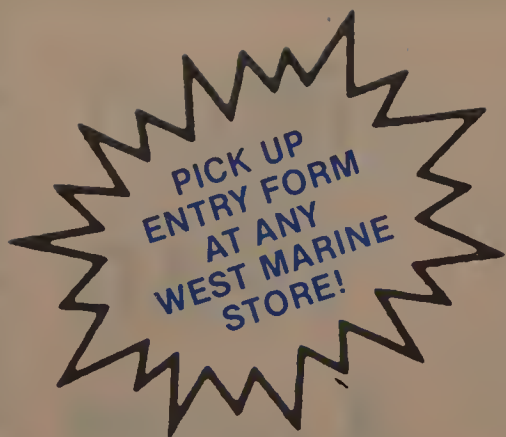
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12/87



# LETTERS

makes it clear that he's never spent much time on our waterways or off the coast of California. Or even on any beach.

I'm interested in asking Mr. Hauser to again carry the bill in the next session. I doubt the Governor would admit a 'mistake', but with some media attention and support letters from the fleet, I'm sure he'd at least take a look at it. (As you know, the entire process must be repeated to get it to his desk.)

I'm encouraged to pursue this legislation. Three weeks ago I visited the Governor's office and the staff recommended that I make the effort to discuss it with others and try again for the author's support.

I believe that the bill was poorly understood, that it got lost in the year-end shuffle, and should be introduced.

Norman L. deVall  
Supervisor, Fifth District  
County of Mendocino

*Norman — Having spent so much time on the waters and off the coast of California, we know that the plastic problem is severe. We'd be glad to help support re-introducing the bill, but we're sorry to say we don't have a file on those back issues with stories relating to it.*

*You may not have seen the article in Oceans, the journal of the Woods Hole Oceanographic Institute, about plastic garbage in the North Atlantic. Their study shows that three times as many plastic bags, cups and disposable containers are washing up on beaches as there were just 15 years ago. The article indicated the primary source is commercial ships. A less publicized problem, according to the article, are the plastic pellets used for packing. They are said to be littering beaches from Cape Cod to the Bahamas.*

## □ PLEASE WRITE

Are liveaboards an endangered species? Yes, according to the Homafloat Association.

There seems to be a growing movement nationwide to limit or prohibit living on boats for extended periods of time. Restrictions come in the form of marina policies, community ordinances, or state laws. At the root of these restrictions is a complex set of motives, including the fact that liveaboards typically spend less money for marina services, they represent a prohibited residential use of public trust resources, they pollute the water, their presence clutters up the vistas of their shore-based neighbors, in small communities they unfairly compete for scarce jobs by accepting lower wages, and worst of all they're viewed as different and therefore undesirable.

In a detailed survey of the San Francisco Bay Area, the Homafloat Association's journal, *Living Aboard*, reported that of the 60 or so marinas in the area representing over 20,000 slips, only 600 were "officially" available for liveaboards. There is a lengthy waiting period for these slips. Also, anchoring privileges for extended periods of time are severely limited. The unofficial liveaboards are called "sneakaboards" and those at moorings are referred to as low-life "anchor-outs". The basis for the San Francisco Bay restrictions stem from State rulings that the Bay is a public trust resource which can accommodate recreational use but not residential use.

Similar restrictions against liveaboards exist in San Diego, Florida and the Intracoastal Waterway, Hawaii, the Mississippi River and many other prime cruising areas. An informal survey by the Association at the 1988 Annapolis power and sailboat shows indicated that there is growing resistance to liveaboards on Chesapeake Bay. Several of the planned marinas in the bay will not, or have not yet decided to, allow liveaboards.

Many boaters combine recreation with their residency, as they cruise and dally along this country's wonderful shoreline and inland waterways. Others take long boat voyages to discover new places to

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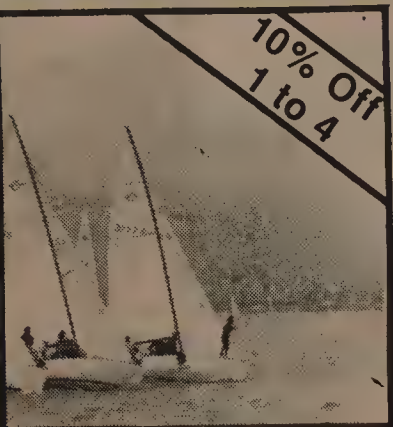
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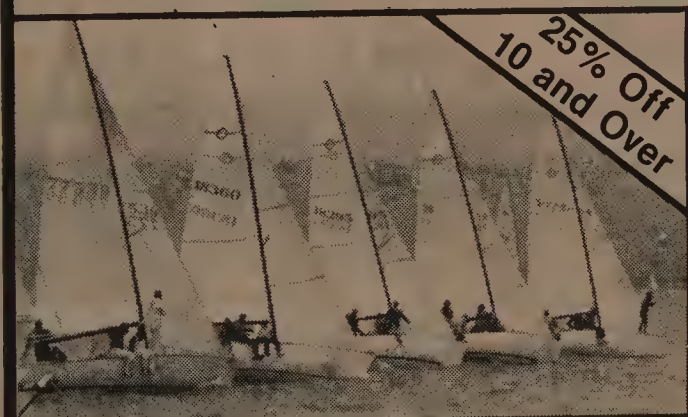
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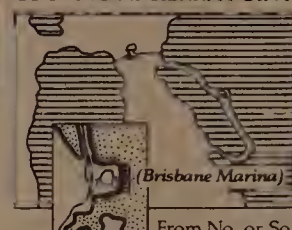


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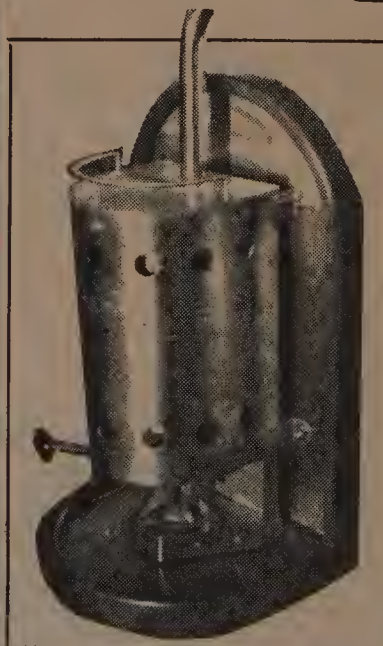
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# LETTERS

experience and enjoy America. And still others dream of someday participating in this lifestyle. It would be unfortunate to see narrow definitions of public trust resource use or exaggerated claims of water pollution deny boaters this privilege to liveaboard.

The Association will continue to research this trend, but we need help from *Latitude 38* readers. If you know of liveaboard restrictions being contemplated in your boating area, or if regulations already exist in your community or marina, please let us know so that we can continue to report on this development.

Write to *Living Aboard*, 251 West Central St., Suite 346, Natick, MA 01760.

Living Aboard  
Natick, MA

## □ GETTING 'BENT' FACTS FROM MEXICO

I don't know where Marc Hightower got his information (*Getting the Bends in Baja, Changes, December*) on the Air-Evac mission he wrote about, but it sure couldn't have been from anyone that was at the airport. There were three of us there, by the way; John Pegeros' daughter, Fast Freddy and myself.

I personally made the calls to Air-Evac and arranged for John's transportation. It's a fact that Air-Evac wants to know the method of payment beforehand since it's quite costly to send the plane, pilot, and two I.C.U. nurses to La Paz and back.

When the plane arrived there were no problems that held up the plane. No one had a conversation about money with the pilot. In fact, Air-Evac personnel did one hell of a job; John was given oxygen and an I.V. before he was even out of the Navy ambulance. The Air-Evac plane left as soon as the refueling was completed.

It's unfortunate that this sort of misinformation puts a company like Air-Evac in a bad light, especially when without them John Pegeros might well be dead.

Mike Leonardo  
Naute Enuff  
La Paz, Baja California Sur

Mike — Thank you for that correction and our apologies to Air-Evac for the errors.

The information in that *Changes* was given to us over the phone by Marc Hightower. Because of Marc's long friendship with John and because Marc left us with the impression that he was at the airport, we assumed his information was factual.

## □ THE GUIDE THAT NEVER ARRIVED

As a subscriber to *Latitude* and the owner of earlier versions of *The Baja Sea Guide*, I am wondering what happened to the third edition?

About five years ago I received an impressive brochure describing an upcoming color edition; I promptly forwarded a check for about \$35 to reserve a copy. After hearing nothing for a couple of years, I wrote to Leland Lewis, the editor, at his home in Carmel and inquired about the status of the book.

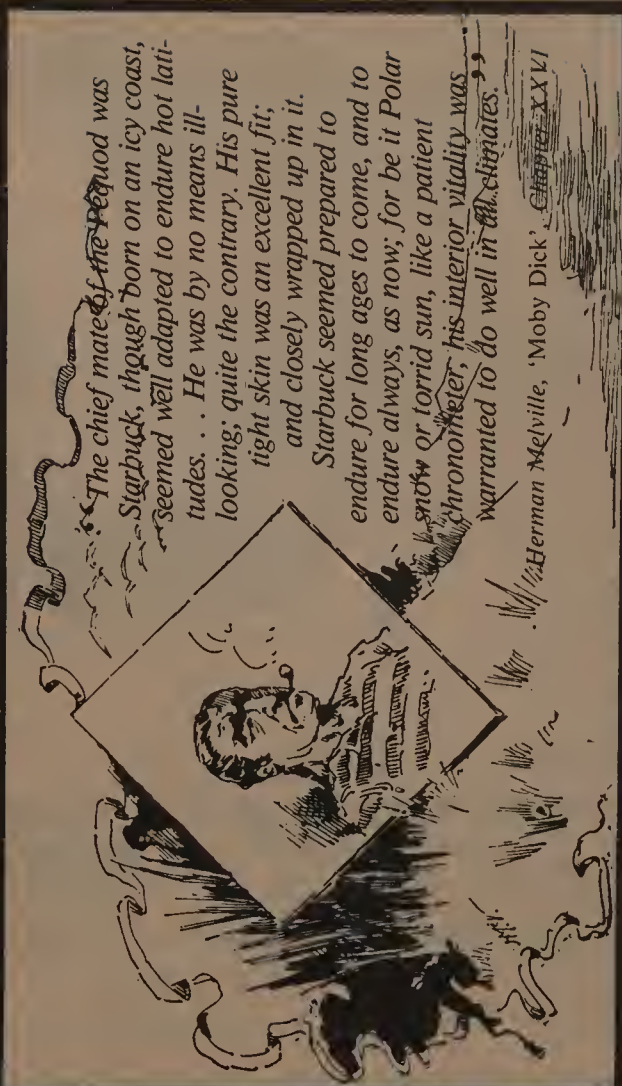
He replied in a personal letter that compiling this greatly improved edition was far more involved than he had anticipated. He offered to refund my money if I didn't wish to wait any longer.

I replied that I preferred to wait for such an impressive publication. Another couple of years have passed and I am still waiting. Several people who met Leland personally vouch for him. What gives?

Al Quant  
Albuquerque

Al — This is pure speculation, but we think you'll be able to ski

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Herman Melville, 'Moby Dick', Chapter XXVI



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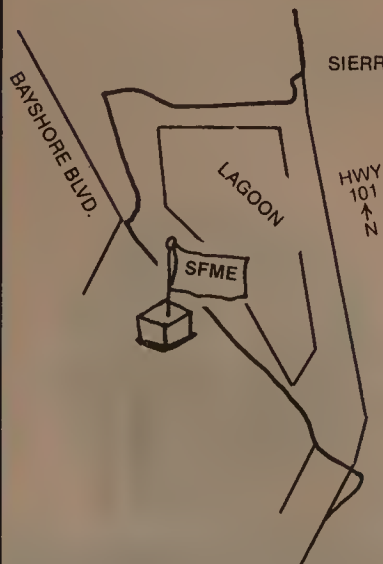
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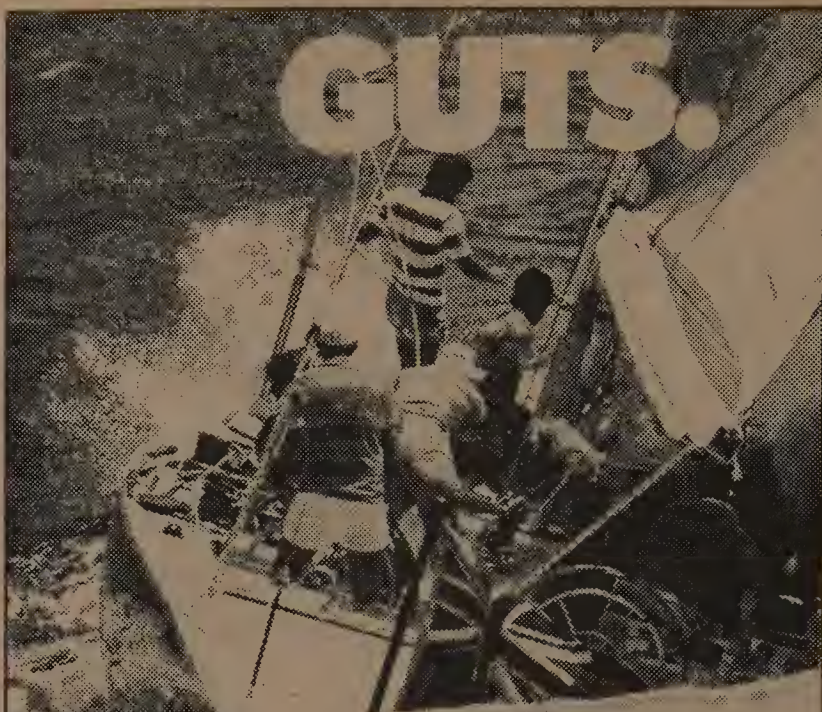
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# LETTERS

down the slopes of Cabo San Lucas before Leland Lewis comes out with a third edition of the Baja Sea Guide.

Here's the deal as best we understand it. About five years ago Lewis and Jack Williams of Sausalito entered a contractual agreement in which they would collaborate on a new version of Lewis' 1973 guide. Williams' primary responsibility would be to spend a season in Baja on his Cal 2-46, updating and correcting the old version of the guide. Williams did this after which he turned over the corrected version and copious notes to Lewis.

Since that time, Lewis has made countless promises to Williams, to Latitude, to people who sent him money for the book, that it would soon be forthcoming. To our knowledge, nobody has seen anything. Lewis has told many people that if they don't want to wait, he'll refund their money. We've published at least one letter from a reader who says he made such a request but never got the money back.

As for Williams, an ex-forestry service employee, his relationship with Lewis turned bitter. For one thing, nothing was being done with the work Williams has spent considerable time and money doing. Secondly, Williams is very uncomfortable being part of promises that aren't kept.

Finally becoming exasperated in his relationship with Lewis, Williams wrote a very fine land guide to Baja, The Magnificent Peninsula. We highly recommend it, even to sailors. He was prevented from doing a nautical guide because he still had a contract with Lewis.

As we understand it, that contract has expired. Williams is now back in Baja on his Cal 2-46 working on the details of what's to be a two-part nautical guide to Baja. One part of the Pacific side, another part on the Sea of Cortez side. This is not some blue sky project. Williams has already selected the some 300 aerial photographs that will be used in the two volumes — in fact some of them have already appeared in these pages. Secondly, we have personally seen the manuscript and consider it to be in near-finished version. Williams, however, is a stickler for accuracy and visiting every place he writes about, so he's back in Baja for another five months of research.

In summary, we think there's every reason to believe that Williams will have his two guides out long before Lewis produces an updated version of his guide.

## ☐ MORE ON HEAVY WEATHER HOBIE-ING

Re Mike Hempel's letter in the November issue:

I owned a Hobie 16 for four years and sailed it extensively on the Bay, launching it from Berkeley. I now own a Hobie 18, which is much less prone to pitch-poling. When going downwind in a 16, don't get going too fast. If you have to, bear off so that you're sailing dead downwind.

Hobie 16's are designed to be reefed, and it's doesn't take much sail area to push them along. The cat balances well with a reefed main and a jib. When the wind gets over 30 knots, a reefed main is plenty of sail area. Because the center of effort is so much lower, the boat is propelled forward rather than tipped.

People who sail Hobies on the Bay should always wear a full wet-suit. I'm also considering buying a handheld VHF radio and a waterproof container for it. Hobie shrouds should also be replaced frequently as they break — as do the ABS rudders, jib and mast tracks, etc.

Tom B. Cronin  
Fremont

## ☐ WHEN IN DOUBT, SIT IT OUT

I have sailed Hobie 18's and Hobie 16's on the Bay many times



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# LETTERS

over the last eight years. It's rarely been without substantial challenge and excitement — which is why I sail there.

The boats themselves are very capable of handling Bay conditions. The real limitation is the operator of the cat. While the Bay is not always beyond the "normal limits of the average Hobie Cat sailor", it does have features aside from the wind and waves which can jeopardize safety: cold water, strong current, major shipping lanes, etc. Even experienced Hobie sailors can get into trouble.

Commonsense is still the best guideline for challenging the Bay with a Hobie Cat. While there is safety in numbers, especially when it's blowing, most people should heed this advice: "When in doubt, sit it out".

I can't tell if the main purpose of Mr. Hempel's letter (November) was to publicize the excitement potential of Hobie's, to publicize a near disaster, or just thank the people who helped him.

I am sensitive to any write-ups that may tend to scare people away from this great sport. It is high-performance equipment which in the case of operator error can lead to expensive repairs or injury — and all of us do make errors. But in return for the risks, you get excitement, colorful sails, camaraderie through fleet membership, plenty of one-design racing, and an abundance of what we all pursue in sport — fun!

Mike Ettl  
Fleet 20, San Jose

## □ THE LAST WORD ON HOBIE'S AND THE BAY

Having been an avid Hobie 16 sailor for about seven years, I don't think sailing a Hobie 16 on the Bay when Small Craft Advisories are flying is anything a novice should try. Especially with a Hobie 16 rather than an 18.

You see, the Hobie 16's have a nasty habit of diving for the bottom as soon as solid water is taken over the bow of either hull. The only way to save yourself from a highspeed pitch-pole is to release both sheets simultaneously. If you are quick the boat will only stand on its nose to about 45 degrees — with everything forward of the mast underwater. If you're not quick, one moment you'll be on the trapeze, the next moment you'll be playing Tarzan as you fly over the area where the bow used to be. Then it's swimming time.

The problem is that everything happens so fast. If the skipper has to tell the crew to release the sheet, it's going to be too late. They'll have already pitch-poled and both rudders will be in the clouds.

If both the skipper and the crew are experienced, I don't think it's necessary to have a crash boat. But if you capsize, it's very important to right the boat before it goes turtle on you. Again, there is no time to hesitate and the skipper and crew both need to know what to do without having to discuss it. A Hobie 16 has a 26-ft mast, and with the shallow Bay it's easy to get the mast stuck in the mud if the boat goes turtle.

A Hobie 18 is really the ideal boat for the Bay. It is a bit lower in the water, and more importantly the bows have more bouyancy so they resist pitch-poling. It's still possible to do, but it takes some effort.

The 18 is great fun those days when you can shoot off the tops of the swells and get completely airborne. It's easy to tell when the Hobie is completely out of the water; you can see and feel it slip sideways downwind before it lands.

A Hobie is a great boat that becomes very athletic in heavy air. I recommend everyone give it a try, but go with someone who knows what they are doing. A day with Small Craft Advisories is no time for a novice to learn.

David Eberhard  
Stockton

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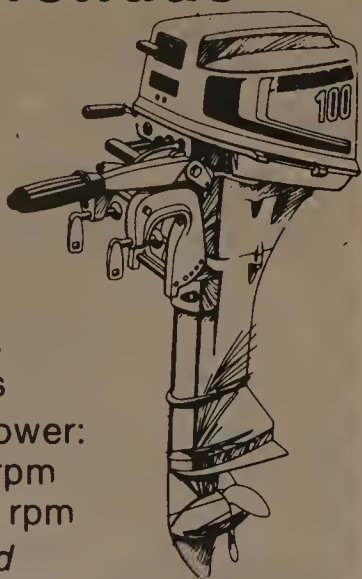
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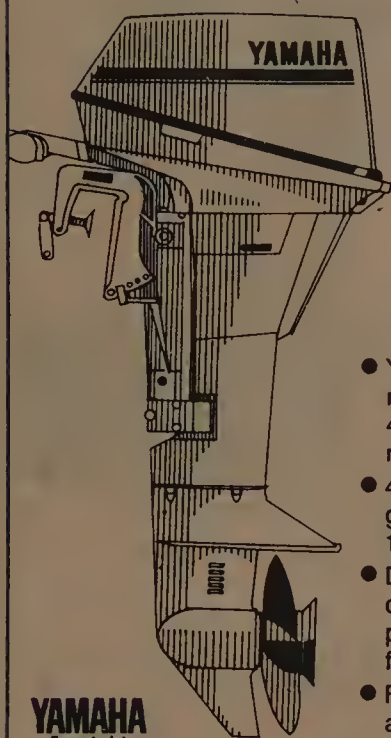
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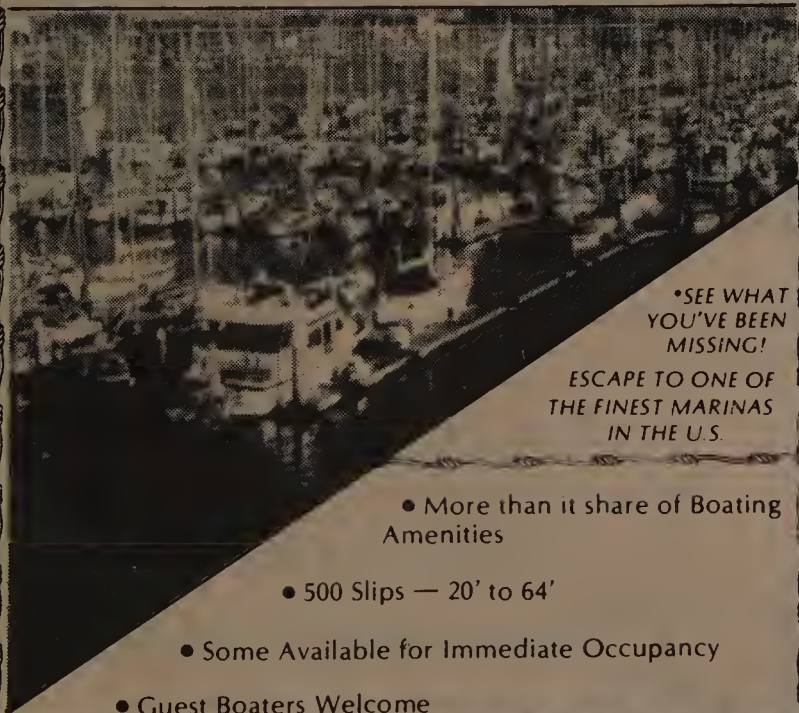
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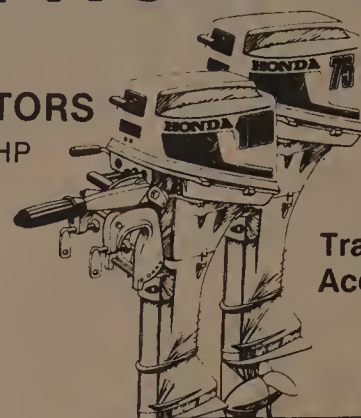
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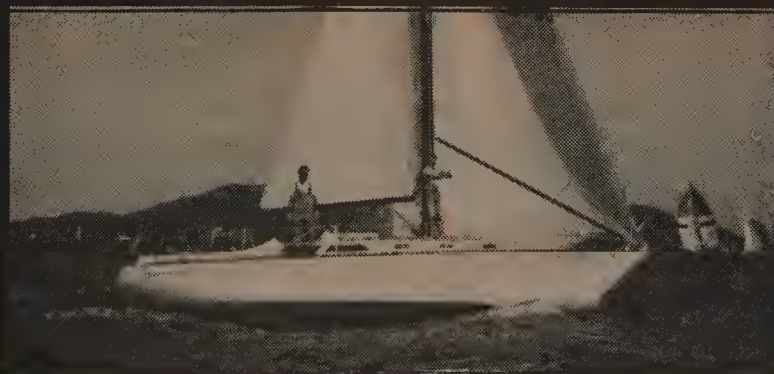
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# LETTERS

## □ WHY IS FREUD DEAD WHEN WE NEED HIM?

To paraphrase: "What is it with women anyway?"

I'm afraid I have to accuse Janet de Ross (*Letters, November*) of covert sexism herself. She doesn't object at all to the large phallus atop Telegraph Hill: Coit Tower.

Peter Jones  
Woodacre

*Peter — Seeing that Coit Tower is long, round, erect and represents something that squirts fluids, what else can it be but a phallic symbol? If we act fast, we can probably still get Christo, the artist, to put a drape over it for nothing.*

## □ DOWN BY THE WATER

What a rag! I love it.

It's interesting reading for me, because for 24 years and up until recently I was in the Coast Guard and saw 'the other side of things'.

As a former Radio Operator, I would strongly urge anyone hearing a distress call, MAYDAY or SOS, to respond to the call. You may want to wait 30 seconds or so to give the Coast Guard time to answer the initial call, then respond yourself. Even if the Coast Guard does respond, continue to monitor the channel; it just may be that the communications are so marginal that only you may be able to relay or assist the distressed vessel.

Even though the Coast Guard has spent millions to establish and maintain the VHF and High Frequency communications network of receiver/transmitter sights, it is not perfect. And VHF is still 'line of sight' communications with normal limits of 20 to 30 miles. In some cases it may even be less; radio waves can do crazy things so you can't count on anything.

The important thing to realize is that you may be the only person who is within range of the signal, and therefore the only hope the mariner in distress has of receiving assistance. So please don't ignore calls for help; let's not be like shorebound people who don't want to get involved.

I stress this point because I have experienced it. The one case that sticks to mind occurred while I was assigned to the Coast Guard Radio Station Ketchikan (NMJ). Even though there are dozens of ship-to-shore maritime radio stations and each one guards the CW international distress and calling frequency (500 KHz), I was the only operator to hear an extremely weak SOS come over the air.

The SOS was repeated three times followed by a call sign that was obliterated by static, and then the latitude and longitude. That was the only sound I heard.

I immediately responded, but there was no answer. I advised the watch supervisor in Juneau about the transmission and requested an alert of the Search and Rescue network. The Rescue Coordination Center was reluctant to declare an alert because no other stations heard the distress transmission. I could understand their attitude, because it costs thousands of dollars to set an alert condition — let alone actually scramble aircraft and vessels.

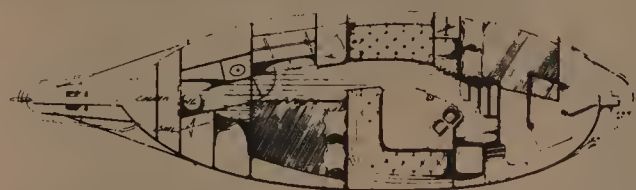
However, I was absolutely certain of what I'd heard and knew I had gotten the position correctly. I insisted that an alert be declared. There was some risk involved because of my insistence; and I heard a few "man, you better be right or you're in for it".

At my request, I remained on watch for the next eight hours, hoping to hear something else. There was nothing. The next morning I was told that the skipper wanted to see me. When I got in his office he said, "Good job, we were the only station to report the distress call. A Canadian SAR unit picked up the crew of a PV2 aircraft about a 100 miles off the coast of British Columbia." Later I found out that the "Gibson Girl" emergency radio failed after the first call and never

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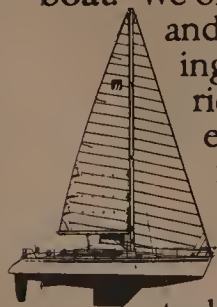
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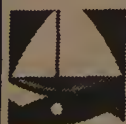


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# LETTERS

worked again.

The moral? Don't count on someone else hearing or responding; be a real mariner, not just a boatowner.

On the fun side, there is a story told about a Coastie who received a distress call and the case proceeded something like this:

"MAYDAY, MAYDAY, this is the motor vessel Anyname, I am sinking!"

Vessel Anyname, this is Coast Guard Radio, I read you, what is your position and nature of your situation, over."

"This is the vessel Anyname; I am about 200 miles off the coast but I don't know where. I have a hole in my boat and I'm sinking. My pumps are not working. I can't stay afloat for more than 10 to 15 minutes. I have no liferaft and no life-jackets. What shall I do? Over."

"Vessel Anyname, this is Coast Guard Radio, repeat after me: Our Father, who art in heaven . . ."

I enjoy your magazine because it's down to sea. Even though I have spent many years at sea, it is so much better now because it is by choice.

Ken Acord  
Visalia, CA

Ken — We presume the last case you mentioned was a false alarm, but unfortunately there have been cases where that's been close to a genuine transmission. A couple years back a boat was sinking in horrible weather off San Francisco, the Coast Guard wouldn't be able to get to the crew for a long time, and the captain asked what he should do. He was very solemnly told that he and his crew should put on lifejackets and begin swimming when the boat would no longer float. "Good luck, skipper" was the final transmission by the Coast Guard.

Speaking of false alarms, there are all too many of those on the California coast. A month or two ago on Saturday night, Coast Guard San Francisco received what was purported to be a distress call by the Golden Gate Marine, which identified itself as carrying 175 passengers and no lifejackets, and sinking.

Not wanting to take any chances, the Coast Guard had to utilize your tax dollars to send a rescue boat out just to make sure it wasn't a prank.

## □ OUT OF OUT-ISLAND PARTS?

I am the owner of a 1974 Morgan Out Island which has its port-holes encased in a thick black rubber gasket with a white rubber trim in its center. Over the years the white trim has oxydized and become unsightly.

I have tried without success to find a replacement for this trim. I was wondering how other Out-Island owners have faced this problem and would appreciate hearing from them.

Robert M. Tihange  
Box 3362  
Long Beach

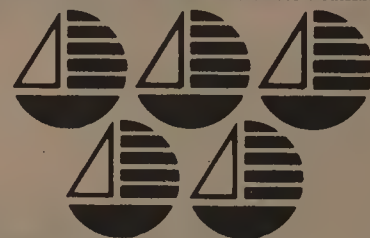
Robert — Glad to put out the word for you, as it's often times tough to find those odd parts for older boats. You might try Catalina Yachts in Woodland Hills; they've put the Out-Island 41 back in production and might be using the same part.

## □ AN ANCHOR IN TIME . . .

Thank you Hubert Schoenherr of Wilmington. And thank you, Latitude, for printing Hubert's remarks (December) about Bonnie Bojorquez' article on the chubasco (October).

Not just once, but twice did I read Bonnie's story with great interest. (Some day we hope to sail in that area). Even though I knew

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# LETTERS

that one should play out a second anchor when a storm is approaching, it never dawned on me as I was reading the story that that is what they should have done.

But thanks to Hubert's alertness and comments, I will always remember to think ahead and prepare for an upcoming storm.

Pulling up two anchors is a chore, I know. But losing a boat is worse. I know; a hole was stove in my 28-footer off Long Beach some 25 years ago. Like my father always said, it is better to be safe than sorry.

Mrs. Terry Fuller  
Hornbrook, CA

## □ THE WAY I SEE IT

Having read some of the arguments in the 'no frills cruising' versus 'fat cat cruising' controversy, I feel the urge to add my bit.

I raced in the ocean in the late 60's with a 30-ft Hurricane class sailboat named *Figaro*. We had no navigational instruments except a radio whose directional antenna allowed it to be used as a radio direction finder, a sextant, and a converter which modified an AM frequency to obtain a time signal. With that combination we managed to find various points up and down the California coast (including Point Arena in the first and last Point Arena Race) and ultimately Mexico.

I now sail with Brooks & Gatehouse Harrier, Hornet, Hercules, and who knows what other systems, which include not only SatNav, but a programmable RDF and a wonderful course and distance computer. So what has changed?

Several things:

1. *Money*. I can now afford what I feel I need — which is not necessarily what I need.

2. *Age*. I no longer want to *have* to head out to sea when I'd really rather make it into port. I once went into Acapulco after dark during a tropical disturbance/hurricane based on SatNav fixes. Without it, I would have gotten pasted by 50-60 knot winds for another six hours waiting for dawn. Incidentally, three of the four navigational lights shown on our English chart were different than those visible, so we would have never gone in without either the SatNav or dawn.

3. *Wisdom*. I no longer have the nerves to bob around in front of a port in a thick fog, waiting like a sitting duck to all and sundry while the weather clears. We recently found the lead buoy at Coos Bay, Oregon in 100 yard visibility — courtesy of SatNav, RDF, and the depthsounder.

On the subject of 'old vesus new', the use of kerosene running lights seems to be losing favor. My *Isobar*, a relatively modern yacht, still relies on kerosene running lights for coastal and ocean passages. This cuts to a minimum the need to run the engine for the purpose of charging the batteries and provides the safety of always being visible. I also have a radar reflector mounted on the top of my mast for additional security. I notice that many of the 'budget' cruising boats neglect this free expedient of getting the reflector as high as possible.

We also use Welsh minor kerosene lamps (sold by Plath in what appears to be an authentic copy) for cabin lighting. These are to regular kerosene lamps what a depthsounder is to a lead line. They do not smoke, smell or otherwise invade privacy. They're available at West Marine, among other stores.

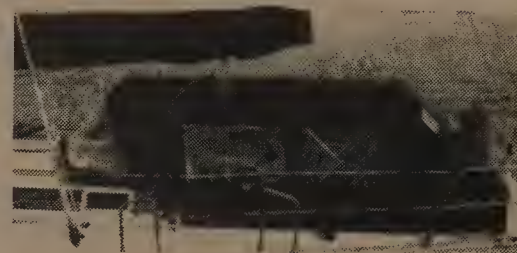
In addition to the kerosene running lights, we still have electric lights. (Back-ups are another sign of age). For those of you who continually run your batteries down with running lights — or more likely don't use running lights — you might have to concede to the 'back to basics' sailors a point. But what do B-T-B sailors do in 40 knot winds when kerosene lights invariably blow out? No, they don't climb forward to re-light them.



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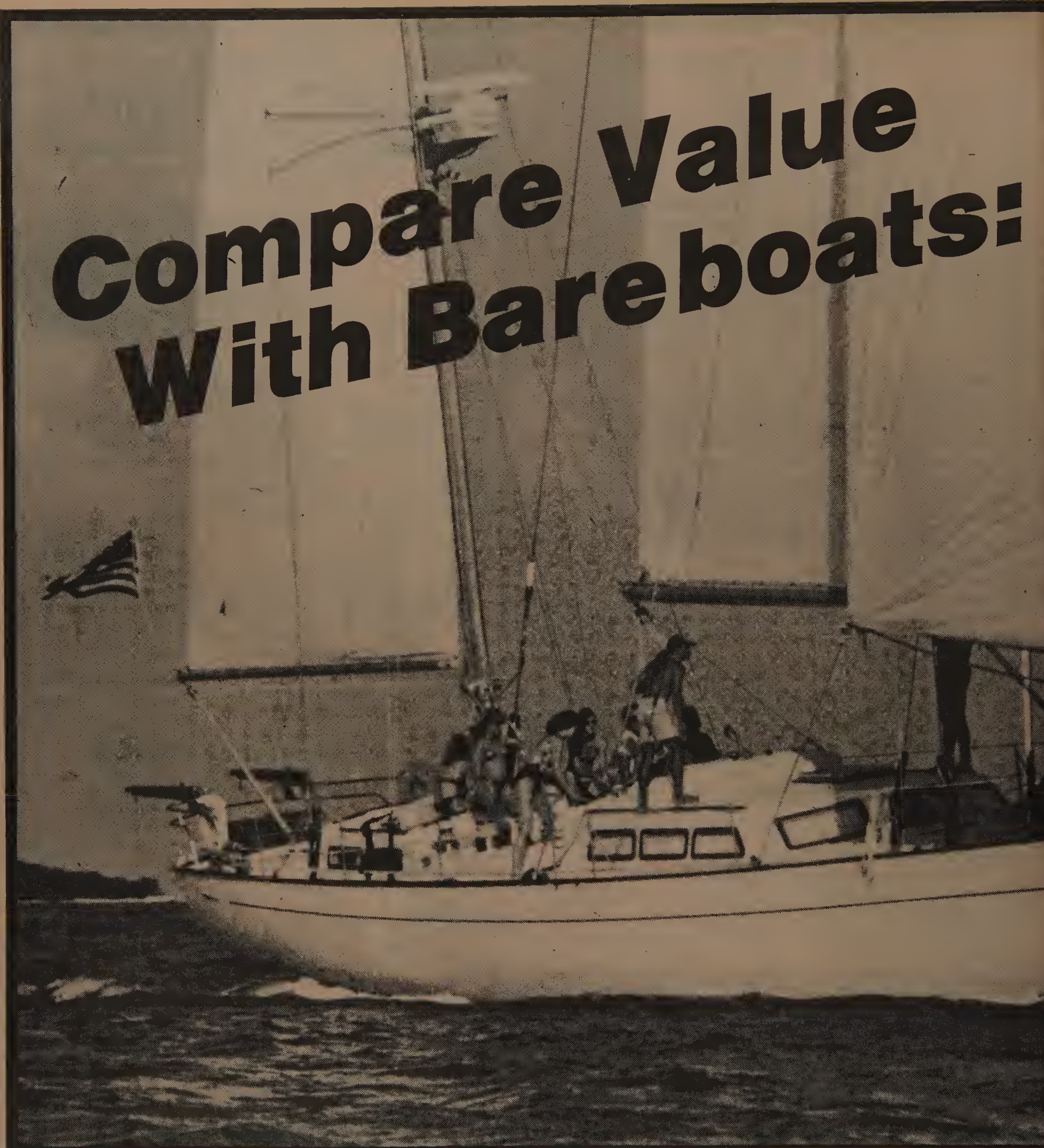
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# LETTERS

Thus neither way is perfect and the two different systems can complement each other.

For the true novice, electronic 'gadgets' are a much needed, but dangerous prop. Dangerous because if one has to rely on electronics, one will ultimately find that they fail. But equally dangerous is the concept that an inexperienced sailor needs only a leadline and a compass. The inexperienced sailor — which all of us once were — needs all the help that he can afford. And RDF and depthsounder seem to be the absolute minimum. If the novice goes as far as a SatNav he might lose the motivation to learn to use the sextant — and that, of course, is where the rub comes. Fortunately, the novice may not be able to afford the SatNav right away and be forced to learn to use the sextant!

In summary, both the no-frills and the all-the-gadgets sides have their advantages, but maybe the best solution is to utilize the best of both approaches.

Richard Steinke  
Isobar

## □ WONDERING ABOUT WRITING

My wife and I, along with our two small children, are planning an extended cruise to begin in about two or three years. We love your publication and have an interest in writing about our travels. But I have never been published and need to know some specifics.

First off, do you look for stories from people like me? What type of format is required; i.e. typed and double-spaced? If photos are included, do you look for black and white or are color slides and prints acceptable? What about drawings and maps? What kind of lead time do you need?

As you can see, I'm at the bottom of the learning curve. Your help is appreciated.

Secondly, we're going to be chartering a boat in Loreto, Baja at the end of March and we'd love to take some copies of *Latitude* with us. I know Russ and Laura at The Moorings will love them. A Sausalito-based couple gave us our first copies last December when we did our first charter there. We've been hooked ever since.

By the way, The Moorings is a top-notch organization.

Curt and Lynn Simpson  
Vista, CA

*Curt and Lynn — We'd never been 'published' until we started Latitude, so we understand your confusion.*

*First off, we accept letters, stories, Sightings and Changes from everybody. The more interesting and well-written they are, the better the chance they'll be run.*

*We're more interested in substance than form, thus we're happier to receive a good article handwritten on a brown paper bag than a dreary one that's been typed double space on the best bond.*

*We greatly prefer black and white photos, although color slides and prints without lots of red and orange are acceptable also. Maps and drawings are appreciated if appropriate.*

*The lead time on stories varies. If you're writing about a hurricane that just destroyed 50 boats at the Ala Wai Yacht Harbor, we want the story yesterday. If you're writing about the three best cantinas you've visited in Mexico — not a bad story idea — you can take three years to finish it.*

*A couple of random thoughts:*

✓ Don't try to be Hemingway or get 'creative'. Simply pick an interesting topic and write clearly and concisely about it. Your style will evolve naturally.

✓ Humor, especially subtle humor, never hurts.

✓ Good photographs are crucial.

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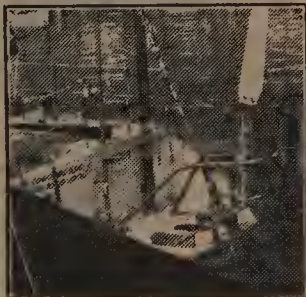
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# LOOSE LIPS

The duller — we guess — wit of *Latitude 38*.

In the December *Loose Lips*, we wrote the following:

"The duller wit of the *Sharper Image*.

"If you'll check the December issue of the *Sharper Image* adult toy catalog, you'll see a listing for a Herbelin Nautical Watch on page six. The second line of copy reads like this:

"At less than 7mm wide, his Nautical Watch is as trim as a 12-Meter sloop."

"Anybody have a clue what they mean by that?"

So on December 17, we received the following letter from Doug Payne, Senior copywriter at *The Sharper Image*:

"I am sorry you have not heard of a "12-meter sloop," the boat referred to in our catalog copy of the Herbelin Nautical Watch and quoted in your December 'Loose Lips' column.

"This is a fine, seaworthy craft once wrongly thought to have originated in Crete. In fact, the design first appeared in some of the more remote lakes of Wisconsin, ferrying summer tourists to beer festivals. I have owned one for the past six years and sail it daily from Berkeley to my office in San Francisco's financial district. In a high wind, I can make the trip in less than nine minutes — while reading the *Chronicle* at the tiller.

"If 'Loose Lips' has any more nautical questions, we will be happy to answer them if we can. Thank you.

"P.S. I knew your publisher back when he was sniffing paste-up wax at the *Montclarion*."

We must really be dull, because the only part of Doug's explanation letter we understand is the postscript about us doing paste-up at the *Montclarion* in Oakland — starting at \$1.87/hr. we might add.

Somehow we'll get to the bottom of this.

And in politics . . .

*The Wall Street Journal* reports seeing the poetry of Tennyson on a legal pad carried by Gary Hart during a campaign flight:

"My purpose holds to sail beyond the sunset, and the baths of all the western stars, until I die."

Just so long as he does it on a sailboat and not the *Monkey Business* again.

Give me some of that old time medicine.

If the high cost of medical care has got you depressed, you might try some 'Old Time Medicine'. The following, by Vaughn Samuel of English Harbor, Antigua, was forwarded to us by Captain Hunter White:

"Guava leaves, ginger and pomegranate skin will cure all diarrhea;

Use elderberry for vomiting;

For toothache prickly pear;

Anise, sweet meal and marjoram are good for babies tea;

Numu, garden and all balsam are right for folks like me.

Breaded sweet potato and cooking butter will cure mumps clean away;

To treat mumps there is nothing better than worm grass I say.

For fever white head is the thing.

For colic, yellow balsam.

Cattle tongue helps those suffering from rheumatism.

Some vaseline on turkey berry bush or sage is good for boils inflamed with puss;

They're inflammation's jewel.

For measles use rice water cold and young leaves from bamboo.

A good nightcap, too, I was told is a gentle mint leaf brew."

They're still working on the more serious diseases.

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# LOOSE LIPS

Suck the monkey.

Say what? In our never-ending quest for quaint nautical expressions, we recently stumbled upon the following item: "SUCKING THE MONKEY, a practice devised by British naval seamen in the West Indies during the War of Independence (1775-82) of persuading native women, when they came on board warships, to bring them fresh coconuts from which the milk had been emptied and replaced with rum. The resultant drunkenness on board remained an unexplained phenomenon for years."

We found that particular pearl of wisdom in *The Oxford Companion to Ships and the Sea*, a collection of 3,700 articles of marine information edited by Englishman Peter Kemp. It's a thick book filled with numerous other obscure sailing terms, any one of which is guaranteed to impress and amaze fellow railriders on those long up-wind legs. For instance, do you know the difference between "keckling" and "busking"? Or what the "dogger bank itch" is? Or a "pledget", or a "xebec"?

However, just when we were really warming up to our new-found treasure chest of nautical knowledge, we were dismayed to learn the following: "SAN FRANCISCO (is) the capital city of the state of California and the chief U.S. seaport on the Pacific coast." Sacramento and Long Beach would probably take exception to that statement. We figure Mr. Kemp must have sucked a few too many monkeys before making a mistake of that magnitude. But we'll let him off the hook because we liked the rest of his book.

Besides, people in glass houses shouldn't throw stones.

Not your average office party.

More conventional places of employment celebrate Christmas, Hanukkah, and the New Year. Not *Latitude 38*. We celebrated the Winter Solstice, the shortest day of the year, on December 21. Initially, we were a little fuzzy on exactly how one celebrates a Solstice, but after reading up on Druidism, Stonehenge, and the like, we put together a very acceptable ceremony.

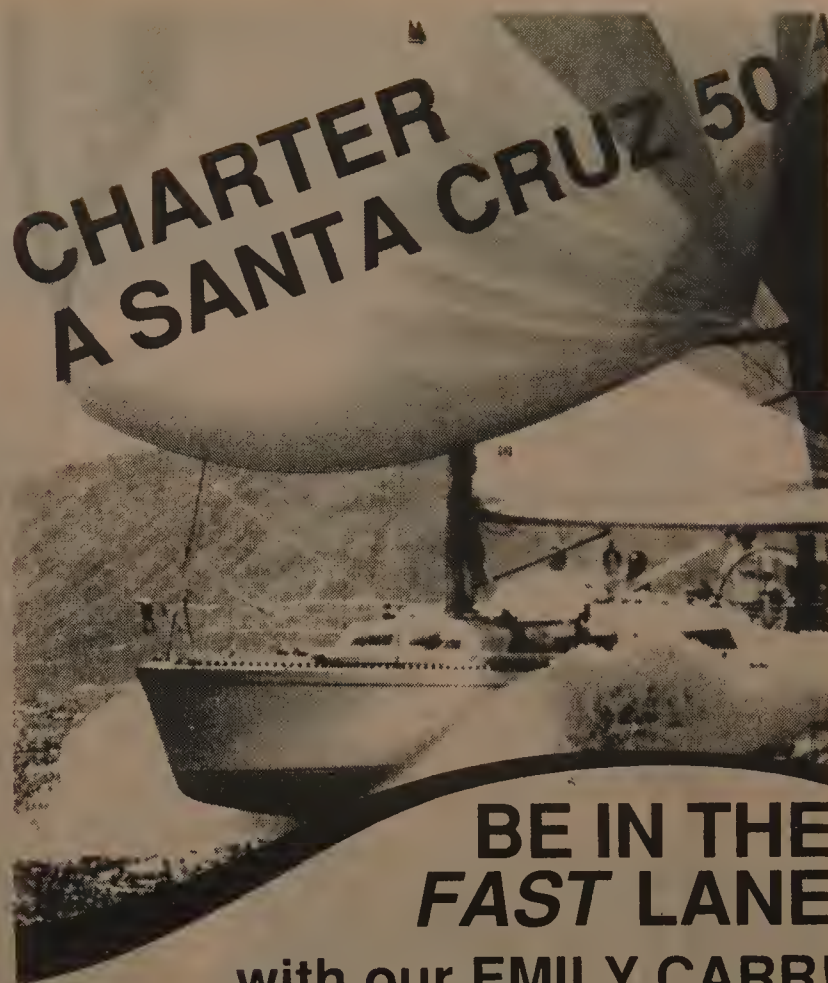
We liked it at least. We can't tell you all the details, but it involved



It made sense at the time . . .

fireworks, candles, lighter fluid, chanting, and, of course, a lot of beer. Our neighbors — who used to think we were pretty normal — couldn't decide if they should call the fire department or the men in white coats.

Anyway, the days are now getting longer. Summer — Friday night races, after work sails, and moonlight cruises — can't be far away.



## Partial 1988 "Bare Boat" Racing Schedule

Date(s)	Event:	Miles:	Fee:
Jan. 31	San Diego - Sugarloaf Rock round trip	80	\$ 1,650
Feb. 6	San Diego - Manzanillo	1,100	\$12,000
Feb. 20&26	Mexorc following Manzanillo		\$ 4,000
Feb/Mar/Apr	Whitney series - 4 to 6 medium length events	40-60	\$ 4,500
Apr 11-17	ULDB Pro Series in Long Beach	25	\$ 2,500
Apr 16-17	Marina del Rey to Newport	75	\$ 1,300
Apr 19-20	Channel Islands (Ventura) to Newport	120	\$ 1,650
Apr 22	Newport to Ensenada	160	\$ 4,500
May 14	San Diego around Los Coronados Islands	40	\$ 1,300
May 27	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May 28	Los Angeles to Dana Point	40	\$ 1,300
June 4-7	Long Beach Race Week (ULDB Big Boats)		\$ 2,500
June 14	Swiftsure and Victoria B.C. to Maui	3,500	\$22,000
June 25	Channel Islands to Marina del Rey	75	\$ 1,300
June 25	Long Beach to Hawaii (Kauai)	2,300	\$20,000
July 2	Marina del Rey to San Diego	120	\$ 3,000
July 4	Oakland to Catalina (great fun)	400	\$ 5,500
July 4	San Francisco to Hawaii "Pacific Cup"	3,000	\$20,000
July 28	Kenwood Cup (Hawaii)	700	\$10,000
Aug 6	Santa Barbara to King Harbor	120	\$ 2,500
Sept 3	Long Beach to Dana Point	40	\$ 1,300
Sept 3	Ventura - Pt. Dume - Anacapa - Ventura	75	\$ 1,650
Sept 12-21	St. Francis (SFO) Big Boat Series (SC 50 Class)		\$ 4,500
Oct 2	San Diego to Ensenada (more Hussongs)	75	\$ 2,500
Nov 12	L.A. to Cabo San Lucas via Guadalupe	900	\$10,000

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# JANUARY

1988  
SAVINGS

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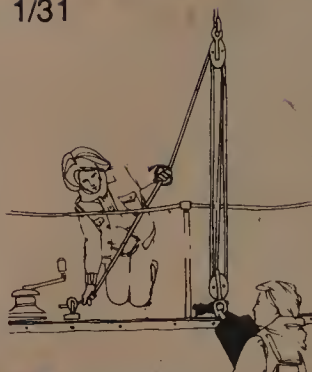
## LIFESLING

- Lets one person rescue & lift a heavier person aboard

Model #220475

List Price \$133.00

**West Marine \$99.75**



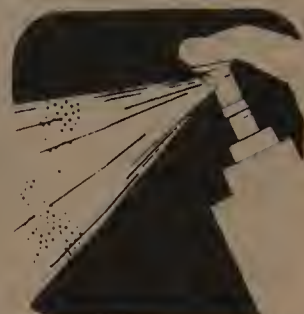
## LIFESLING

### HOIST TACKLE

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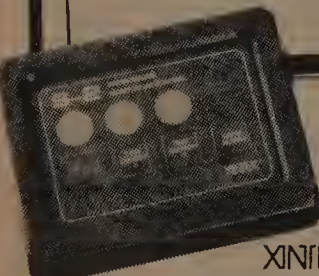
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## West Marine MILDEW REMOVER

- Lemon scented
  - Contains no bleach
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### PROPANE/CNG VAPOR DETECTOR S-2

- Detects dangerous propane/CNG vapors
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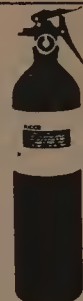
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  - 2.5 lb.
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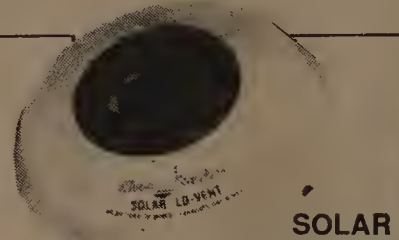


### 5 LB. MODEL

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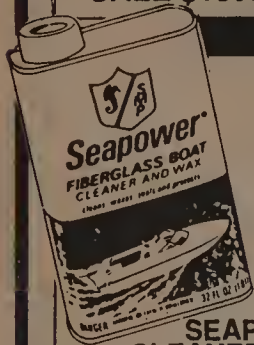
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  - 3" White
  - Stainless steel also on sale
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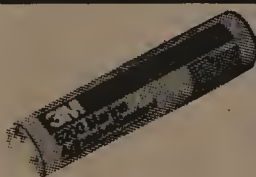


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- 5200, White
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### GARELICK ALUMINUM CHAIR

- In Red or Blue
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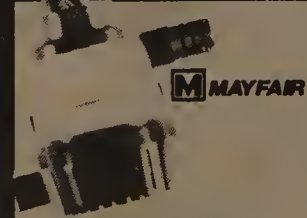
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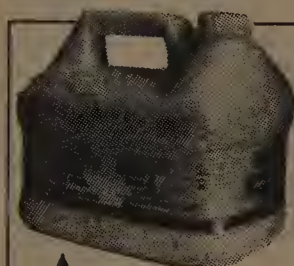
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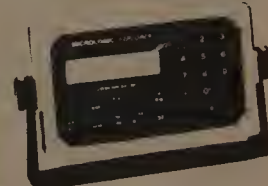
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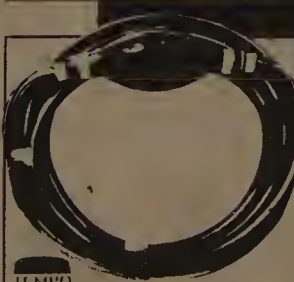
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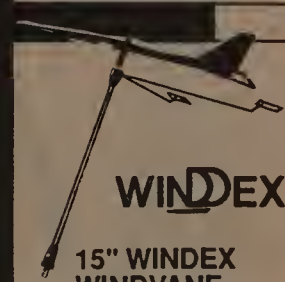


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## out in the open or else?

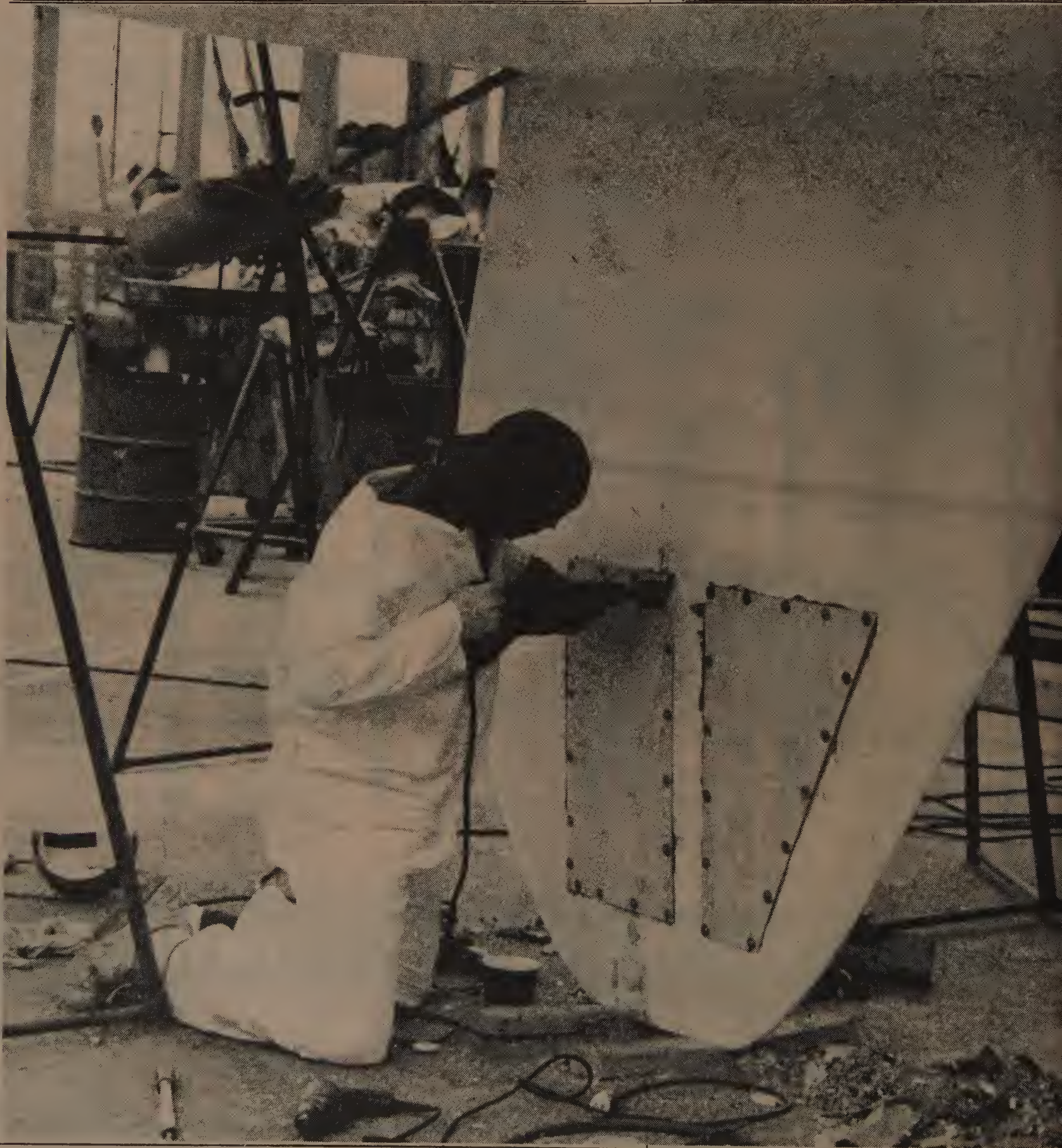
What's the boatworker in the accompanying photograph doing to the keel of the boat? And is what he's doing make it subject to seizure by the federal government?

The boatworker is doing something that's common on the grand prix race circuit; fiddling with the ballast of a boat to fine tune it for the expected conditions of a given series. For light air series, he'll be removing ballast and adding

cont'd on next sightings page

## tale of two

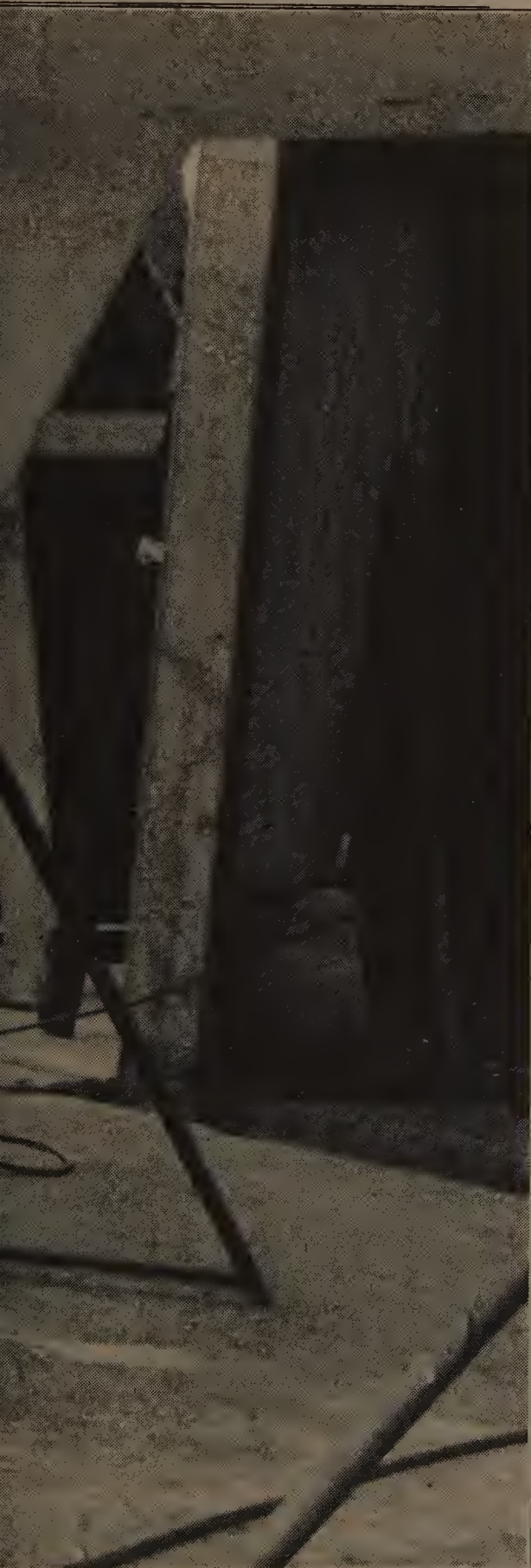
January is boat show time in the Bay Area. And like Alice's Restaurant, you're bound to find whatever you want for fun on the water at either the San Francisco International Boat Show at the Moscone Center, or the San Francisco Sports and Boat Show at the Cow Palace.



## boat shows

The new, improved, super-deluxe, industrial-strength version of the San Francisco International Boat Show at the Moscone Center gets underway January 2 and runs through the 10th. All puff aside, those expletives really apply in 1988. The

cont'd center of next sightings page



LATTITUDE/SARAH

## out in the open — cont'd

sail area; two things that will help the boat better sail to its IOR rating. If it's expected to be a heavy air series, needless sail area will be eliminated and ballast added — again to make the boat better sail to its rating.

Is there anything wrong with this? Not in the eyes of race committees; but, the federal government might look at it a little differently. According to an article in *BOAT/US Reports*, Customs officials say there is a law on the books that makes it illegal to have hidden compartments on boats, vehicles or aircraft.

Apparently the rule was put on the books to combat the smuggling of liquor during Prohibition. It's now being dragged out to fight today's widespread smuggling of drugs.

According to Customs officials, such compartments, whether they are empty or full, are *prima facie* evidence for seizure of the boat.

The feds wouldn't really seize a boat merely on the basis of a hidden compartment, would they? They already have. The article states that two men spent 37 hours bobbing around in the Atlantic on a make-shift raft after their fishing boat became awash. After dragging the men and the boat to shore, the Coasties noticed new fiberglassing that had created a hidden compartment the length of the boat. The boat was seized and turned over to Customs.

Craig Uhler of the Alviso-based *Kiku Maru* sees the action "as further evidence of a deterioration of our rights". He continues; "Show me any boat that doesn't have several stashes onboard. I defy the United States Customs to find my emergency toilet paper; and after I've used it, I encourage the BCDC to fish it out of the water."

Easy, Craig, easy.

In order for something to qualify as a 'hidden compartment', it has to be a modification to the original boat design to conceal something, something that doesn't serve any function for the maintenance and operation of the boat.

If you're still spooked, there's one sure way to eliminate the possibility of having your boat seized on the grounds it has a 'hidden compartment'; report the compartment's existence whenever boarded by the Coast Guard or Customs. Once reported to the authorities, the compartment is no longer considered to be hidden.

## junior sailing support

In November of 1986, the Encinal YC in Alameda committed itself to improving its Junior Sailing Instruction Program. They hired a professional instructor, obtained eight El Toro's on loan from club members, and through local advertising invited all local children — no connection with the yacht club necessary — between 10 and 16.

As a result, during the summer of 1987 approximately 60 children, 40 of whom had never sailed before, participated in the program. Most want to be back in 1988, but there's a slight problem.

Experience from this summer demonstrated that the loaner El Toro's were the weakest link in the program. Thus the Encinal YC has decided they need 12 new El Toro's with interchangeable parts for the summer of 1987. And they've come up with an unusual way of trying to pay for them: by selling advertising on the little boats.

A brand new El Toro ready for instructional use costs \$1,350, tax included. Any company or individual willing to spring for the whole boat will get their logo on the sail and both sides of the hull. But you needn't buy an entire El Toro to help support the program. The following are the less expensive options:

Logo on sail or both sides of the hull — \$675.

Logo on one side of the hull — \$340.

Logo on bow or stern — \$200.

Donations of smaller amounts get a big 'thank you'.

The boats will be in use almost all year round, naturally with the greatest use being in the summer. They'll be sailed on the Oakland Estuary, where

cont'd on next sightings page

## junior sailing — cont'd

they'll be seen by the patrons of many restaurants as well as everyone else along the waterfront.

A one-time donation means your logo will be seen on the El Toro for the duration of its life. Instructional El Toro's typically last for between three and six years. The Encinal YC flag officers joined together financially and donated money for the first of the new El Toro's.

If you'd be interested in donating to a program that supports all children in the Alameda area, contact Dave Vickland at 522-3272. Incidentally, as a result of their new El Toro program the Encinal YC recently won the Nimitz Trophy for being the yacht club to most further the cause of junior sailing.

## the chart business

The government of the United States has often been accused of fiscal irresponsibility. Countless times it's been pointed out that no private business could survive the kind of deficit spending the successive Administrations and Congresses have found as addicting as crack.

Given the fed's universal inability to find revenues to match its expenses, one can only cringe at the thought of them trying to break even on such specific endeavors as marketing nautical charts. But that's exactly what they proposed to do two years ago.

At the time, the National Oceanographic & Atmospheric Administration (NOAA) charts sold for \$5.50, well below the price the Office of Management & Budget figured necessary to recover costs. So the 'businessmen' in Washington decided that NOAA chart prices should be raised in equal increments over a period of three years. Both the NOAA and Coast Guard objected to the price increase, but neither of those agencies have the muscle of the Office of Management & Budget.

The first price increase was pretty stiff; from \$5.50 to \$7.25. The second increase was supposed to be of an equal amount, but budgets getting further out of balance by the second, it was decided that chart prices needed to be jacked up higher and sooner than originally planned. Thus on October 1, 1987 chart prices were raised to a whopping \$12.25 each! That's South American-style inflation.

As any freshmen marketing major can tell you, the big danger in raising prices — especially drastically raising prices — is that it's likely to cut the demand for a product or service. If higher prices lead to greater buyer resistance, the net result might be smaller rather than greater revenues and an even more unbalanced budget.

We called several of the major chart retailers to see what the consumer reaction has been to October 1's price increase. We're told it's too early yet to make an accurate evaluation. For one thing, the busy season for NOAA charts, which only cover United States waters, is over until next spring. Secondly, previous price increases on Defense Mapping Agency (covering international waters) charts demonstrated that early grumbling was followed by general acceptance.

So we'll have to see what happens. The government is also monitoring the sales figures. If chart sales drop by 20 percent, the government figures they may have to reevaluate the price increases. If sales remain constant, who knows what might happen. One chart dealer says he understands that NOAA charts may jump to \$15 within the year.

Is there any solution to the high cost of new charts? There's partial one. For \$2, many chart dealers can get a computer print-out of the changes made to previous charts. This way you can conveniently and accurately update your old charts or ones you've bought used. Check with your chart retailer for further details.

The other solution is to purchase the privately produced portfolios of chart reproduction's; these are marketed by a number of different companies. Such portfolio's aren't available for all waters, but many popular sailing grounds are covered.

As for charts of other parts of the world, the Defense Mapping Agency  
cont'd on next sightings page

## boat shows

sponsoring Northern California Marine Association estimates this year's show will be double the size of last year's, which itself was one of the largest boating-only shows ever in the Bay Area.

"I think you'll concur that the NCMA and exhibiting dealer/manufacturers have taken a serious step forward to present a balanced, informative show," says show spokesman Mike Dobrin. In addition to a full house of booths covering everything from marine hardware to sailmaking to financial services — not to mention yachts — this year the show features almost nonstop seminars covering a wide spectrum of sailing interests. Examples: "Outfitting for Coastal and Off-



## — cont'd

shore Cruising," "Dinghies," "Electronics for Cruising," and the historical "Round Cape Horn" are just a few of the lectures by well known cruiser/writer John Neal. (The "Cape Horn" talk features the famous footage taken by Irving Johnson of the 1929 rounding of the square rigger *Peking*.) Other seminars include "Everything You Wanted to Know about the Marine Survey and Surveyor" by Bob Viel; "Provisioning for a Healthy, Happy Crew" by Barbara Marrett; "Delta Hideaways" with the Delta dawdler himself, Hal Schell; and a special one-time-only appearance by Bill Lee. Beginning at 3:30 on January 9, the designer of the Santa

cont'd center of next sightings page

## charts — cont'd

(DMA) charts are currently priced at \$11.50. The hot rumor — as absurd as it would seem — is that some DMA charts are about to drop in price to \$5.50! It wouldn't seem to make much sense — which of course again would make it consistent with most government policy.

As for Canadian charts, they're \$9.00. British Admiralty charts sell for \$17.00.

Need we remind you that all charts should be handled with care?

## free sailing seminars

If you're new to ocean sailing or want to learn more about some specific topics, one of the best things you can do is attend the 1988 Singlehanded TransPac Seminar Series that is being held on Wednesday evenings in the middle of each month at the Oakland YC.

You say you're not going to race in June's Singlehanded TransPac? That

cont'd on next sightings page



## seminars — cont'd

you don't even like to sail singlehanded?

That's no problem, as *everyone* is cordially invited to attend the remaining six seminars. You may want to note that these seminars are absolutely free. Here are the topics and speakers:

January 20 — Jeff Madrigali of North Sails will speak on sails, Commodore Tompkins on rig failures and Dan Newland on emergency steering. These speakers know what they're talking about. Magrigali is a grand prix helmsman, Tompkins recently won the Melbourne to Osaka Doublehanded Race, and Newland is a past winner of the Singlehanded TransPac.

February 17 — Tony Backer of Maritime Electronics will speak on electronics, while Mark Rudiger will speak on electrical systems and radios. Rudiger is a past winner of the Singlehanded TransPac and is gearing up with Mill Valley's Peter Hogg to do the CSTAR, the Transatlantic race that this year replaces the OSTAR.

March 16 — A variety of speakers will discuss safety at sea. A representative of West Marine Products will address the subject of safety gear for the individual and the boat. The Coast Guard will speak on EPIRB's and air/sea

cont'd on next sightings page

## boat shows

Cruz 50 and 70 line of ultralight speedsters will talk for an hour on the next Pacific Cup, the newest generation of 70 raters and the next America's Cup.

In the demonstration department, the National Maritime Museum's Small Boat Shop will have daily demonstrations on building a wooden dinghy. And English master wood-carver Greg Powlesland will be back in the main lobby. Last year, you may recall, the wood chips flew as he duplicated the *Balclutha's* rotting figurehead from a 900-lb block of wood. This year, he will work daily on a replica of the "flying banner" sternplate of the *Galilee*. When finished, the sculpture will be auctioned off with proceeds going to the Maritime Museum's Restoration Fund — a worthy cause if ever there was one.



## — cont'd

Speaking of worthy causes, the San Francisco Bay Sailing Association, in conjunction with KSAN radio, will hold a couple of fund raising events for future Olympic sailors. First, the SFBSA will offer advance tickets to the show for \$10 apiece, \$7 of which is a tax deductible donation to Olympic hopefuls. (For regular admission prices, read on.) Second, KSAN will hold an auction of marine gear and gifts from 7 to 9 p.m. on Wednesday evening, January 6, with all benefits also going to the Olympians. Special appearances by Olympic hopefuls will take place throughout the show.

And while we're on the subject of competition, you can't even mention boats these last few weeks without the subject of the next  
cont'd center of next sightings page

## seminars — cont'd

rescue. Fred Joyce will discuss mast-climbing techniques and Barney Haglund liferafts and survival equipment.

April 20 — Past Singlehanded TransPac participant and author, Dr. Peter Strykers will talk about medicine at sea, while Lauren Anderson will discuss nutrition. Julie Croker will speak on provisioning and Freda Gersper of Yurika Foods will discuss that company's prepackaged meals that don't require refrigeration.

May 18 — This meeting will primarily be of interest to participants in the Singlehanded TransPac, as it will be a round-robin discussion featuring past competitors and this year's entries.

June 15 — Linda Newland, veteran of the Singlehanded TransPac as well as a singlehanded race from San Francisco to Japan will discuss weather and navigation. This would be a terrific seminar for anyone thinking about sailing to Hawaii this or any other year.

Folks, there's a lot of good information available at these seminars, so we suggest you mark your calendars. Once again we'll remind you that the seminars are free and that the Oakland YC is in Alameda. Meetings begin at 7:00 p.m. and the bar will be open. This is a very casual group of informal people, so please don't feel the least bit shy about showing up; you'll be welcomed by everyone.

If you have any questions, call the Singlehanded Sailing Society at (415) 332-5073.

## deviation is the norm on boats

While sailors are the most normal of people, it's rare to find a boat free of deviation — compass deviation that is.

Compass deviation is the simple error found in a magnetic compass as a result of a vessel's own residual magnetism. If boats were free of their own local magnetic influences, the needle on their compasses would always point to the magnetic north — just as they should when you put the Mile Rock Light in a direct line with the tunnel on Seal Rocks as in the accompanying photograph.

Compass deviation is a serious problem. Your compass could indicate that you were sailing from San Francisco to Hawaii, but deviation in your compass might result in Japan being your landfall — assuming you have enough food to last that long. And naturally, the deviation, which often is as much as ten degrees, could put your boat on the rocks if you're counting on it for navigation in thick weather.

It seems hard to believe, but back in the days when they first fiddled around with making boats out of iron, the compass deviation problem seemed so serious that many thought iron would have to be discarded as a possible hull material. Fortunately, about the turn of the 19th century along came Matthew Flinders. He not only isolated the cause of the problem but came up with a solution; an unmagnetized rod of iron placed vertically near the compass which would neutralized the ship's magnetic effect. Although the source of the name has been a mystery for centuries, somehow this iron rod became known as a Flinder's Bar.

Later, astronomer G.B. Airy (what a great name for an astronomer, eh?) further developed the neutralization of residual deviation by the strategic placement of unmagnetized iron and magnets in the vicinity of the compass.

Since deviation can never be completely eliminated, and since it varies depending on a vessel's heading, every boat should have a deviation card made for its compass. Deviations are generally determined for about every 15 degrees as the boat swings through a complete 360 degree circle and then recorded on a deviation card. The compass deviation is then applied, with another factor, magnetic variation, to every compass course or bearing to convert them to true courses or bearings.

Bought a new compass — or a new boat with a compass or two? Don't leave home without having it swung and a deviation card made up for it.

cont'd on next sightings page



RILL PARKS

## our best shot at the america's cup

Given the fact that the America's Cup situation is about as unstable as Gary Hart's status as a presidential candidate, what you're about to read may be outdated. But like jibing the kite in 30 knots of wind, we'll give it our best shot.

When we left off last month, Judge Ciparick of the New York Supreme Court — which has jurisdiction over the deed for the Cup — denied the San Diego YC's interpretation of the Deed. This forced the club to accept New Zealander Michael Fay's radical challenge; that the Cup be sailed in boats with waterlines of approximately 90-feet, and that it be sailed in the summer of 1988.

There were two different reactions in San Diego.

The city and business community threatened to appeal the ruling, because it jeopardizes the \$1.2 billion revenues economists had projected if the Cup were held as scheduled in San Diego in 1991. Whether they appeal remains to be seen.

Things weren't so simple easy for Sail America, which is handling the challenge for the San Diego YC. Faced with the prospect of forfeiting the Cup if such an appeal were denied, on December 15 they announced acceptance of the challenge Fay had made on behalf of Auckland's tiny Mercury Bay YC.

In so doing, however, they made it clear that they considered the challenge to be an annoyance to be swept aside as quickly as possible so the originally scheduled 1991 Cup, for which 21 syndicates had paid preliminary fees, could go on as planned.

Said Tom Ehman Jr., chief operating officer of Sail America: "We want to dispense with this as quickly as possible so we can get back to the proper America's Cup."

Ehman's words were no doubt selected with great care. 'Dispense' is something you do with petty contender or garbage, not a legitimate challenge. Indeed, Ehman wouldn't even dignify Fay's action by calling it a challenge; he referred to as "this", according it the status of something he'd prefer not to come into bodily contact with. The inference that the Kiwi challenge was improper wasn't even disguised.

Both sides then immediately began the critical public relations wars by portraying the other as wanting to eliminate legitimate competition.

Sail America, for example, accused Fay of building such a huge and expensive boat in order to discourage other challengers. Fay countered by pointing out that the English, Canadians, Japanese and Australians had all expressed a desire to build boats to match New Zealand's. On the part of Alan Bond, such plans weren't just cheap talk. He confirmed he had already begun construction on *Waltzing Matilda*, a 90-ft waterline boat designed by Ben Lexan to compete against Fay's mega-maxi.

Then, too, Sail America's accusation rang hollow. For it was Sail America that denied Fay's request to allow other challengers. At the first meeting between Fay and Sail America to hash out details of the upcoming Cup challenge, about the only thing they could agree on — and Fay only reluctantly so — was that no other challengers would be permitted.

In all fairness, Sail America's primary intent in denying other challengers is to discourage other countries from building 90-ft waterline boats, something which would lend legitimacy to Fay's radical challenge. It is in Sail America's best interest to depict Fay as an unscrupulous lone wolf bent on destroying one of the world's greatest sporting traditions.

As for Bond, the Japanese and other potential challengers, they have been shut out, and in their eyes it's Sail America who slammed the door. They have two options. One is to go to court. The other is to take the matter to public opinion. A concerted effort on their part could make Sail America and the San Diego YC look like spoiled brats who would take their ball home if the game can't be played by their rules.

As of late December, both Bond and the Royal Perth YC were taking the case to public opinion. In letter released to the press, the Commodore of the

cont'd on next sightings page

## boat shows

America's Cup coming up. At presstime, about all we knew was that the New Zealanders are going to arrive in San Diego soon with what appears to be a 120-ft Aussie 18 with 50 guys hanging on trapezes to sail it. Still no official word from starfleet command in San Diego as to what we're going to race against it, but if you come to the boat show, you'll get a rare chance to see what they'll race for. The America's Cup — the Auld Mugness herself — will be on display throughout the show at the AT&T booth.

Geez, so far almost any of these events are worth the price of admission, and we haven't even got to the boats yet!

For hull thumpers, the Moscone show will be a delight. More than 250 boats from 8 to 53 feet will be on display, including favorites from almost all the large manufacturers. New craft making their debuts at the show will be a production cruising version of Alsberg Boatwork's highly successful (on the race course) Express 37; the French Beneteau 405 with its innovative, laminated inner hull; the full series of Nonsuch wishbone-rigged catboats; the new C&C 30 and 41; and several Ericsons: the 26, 32, 38 and the recently acquired Olson 911S. If your "fast is fun" kicks just keep getting harder to find, you may want to check out Tom Gentry's 3,600 hp "thunderboat". The 50-ft ocean racer recently blitzed through a measured mile at 148.238 mph — bring your own kidney belt.

The show runs from noon to 10 on weekdays, 10 to 10 on Saturdays and 10 to 6 Sundays. Admission is \$5 for adults, with \$1-off coupons available at area marine stores. Kids under 12 are free.

## not much

It sometimes borders on the bizarre how we find out things here at *Latitude*. A good example is the other night. We were stuck in homebound traffic in the rain, listening to "Newstalk Radio" interview a Coast Guard petty officer about the barge leaking oil off the San Mateo coast. Near the end of the segment, the newsman asked if there was any other unusual activity "out there" that night. As a matter of fact, said the petty officer, there was a sailboat that was apparently going down and the people aboard were abandoning.

We raised the volume.

After a brief description of what had happened, the interviewer said the newsspeak equivalent of "gee willakers" and steered his subject back to how big the slick behind the barge was now.

## — cont'd

Over at the Cow Palace, the 46th annual (30th year at the Cow Palace) San Francisco Sports and Boat Show runs from January 8 to the 17th. As the name implies, this show is 50 percent boats, 50 percent other sports and leisure oriented. We always go for the boats and wind up wandering through displays of everything from RVs, to build-your-own log cabins to backpacking.

For the sailor, the center arena will feature yachts from Hunter, Freedom, Pacific Seacraft, Island Packet, Catalina, Morgan, MacGregor, Capri, Hobie, Beneteau and others. Small boat sailors can browse among displays by Banshee, Laser, Sunfish, Hobie and several different boardsailor manufacturers. For boaters on the fringe, there will booths and displays for kayaks, fishing skiffs, canoes, waterskiing, jetskiing — like we said, about anything you want. Assistant show manager Tom Randall estimates some 300 watercraft in all will be at the show.

Randall says the show will also be strong in the marine engine department this year. If you're in the market for an outboard, they'll all be there including Yamaha, Suzuki, Nissan, Tohatsu, and the old standbys Johnson, Evinrude and Mercury. Need an inboard? Choose from Volvo, Berkeley, Mariner, Commander, Chrysler, Iveco and others.

The Sports and Boat Show is open from 1 to 10:30 p.m. on weekdays, 11 to 10:30 on Saturdays and 11 to 7 on Sundays. Admission is \$5 for adults; \$2 for kids 12 and under. During the week, seniors can get in for half price. For more information, call show headquarters at 931-2500.

## to go on

We called the Coast Guard first thing the next morning for more information on the sailboat. What they had was sketchy: On the afternoon of Tuesday, December 15, a civilian plane picked up a distress (EPIRB) signal about 500 miles southwest of San Francisco. A military C-130 sent to investigate also picked up the signal, and a short radio transmission. The caller indicated the vessel was a sailboat named *Pali*, that the boat was breaking up, that two people aboard were contemplating abandoning, and that they had no liferaft. At the time, seas in the area were running 20 to 30 feet with 40 to 50 mph wind.

Immediately, another C-130 with a life raft and survival pack was dispatched to the area. They arrived in the early hours of

## america's cup — cont'd

Royal Perth YC expressed "extreme disappointment" at the San Diego YC's "refusal to allow a multinational elimination series". Commodore Ian Camerason of the Royal Perth YC pressed his point: "We are aware that you do have the capability of agreeing to such an elimination series but for some reason have chosen to depart from the principles which we adopted for the 1987 defense." Camerason concluded by noting the San Diego YC had endorsed the multiple challenger principle in its initial planning for the defense of the America's Cup, "but has changed this decision without justification".

Bond threatened to suspend construction of *Waltzing Matilda* unless the San Diego YC recanted their decision within 10 days.

Naturally, one of the most interested observers to the proceedings has been Dennis Conner, who describes himself as "the bloke who lost the Auld Mug in 1983 and who won it back from the Aussies in Fremantle". He released the following statement to the press:

"Before I say anything about the New Zealand super-maxiboat challenge for the America's Cup and the New York Supreme Court decision that last week upheld its validity, I must make it clear that the views I express here are not necessarily those of Sail America Foundation. I write simply as Dennis Conner, the guy who has been involved in five Cup campaigns, the bloke who lost the Auld Mug in 1983 and who won it back from the Aussies in Fremantle earlier this year.

"For many years there has been talk about racing for the America's Cup in boats other than 12-meters, but few of us dreamed it would come to pass quite so soon. The court's go-ahead for the Kiwi challenge means a green light for some really far-out boats unencumbered by any rules and regulations except the stipulation that their waterline length not exceed 90 feet (27.4 meters). It will be interesting and exciting for sailors and non-sailors alike to see what the designers come up with. We are going to see racing boats the likes of which have not been built for half a century. They are going to be very big, very radical and very controversial. The contest will not be a sailboat race. It will be a design lottery in which the sailors will have little or nothing to do with the outcome. In one word, the 1988 America's Cup challenge will be bizarre.

"But the judge's decision has not settled the argument. On the contrary, the storm clouds are only just beginning to gather. Having won the Cup fair and square in Freo, San Diego Yacht Club assumed, perhaps a little naively, that it would be able to conduct its first defense in the great tradition of international competition that has become synonymous with Cup racing since 1851. They hoped to follow the great example the Aussies set in Perth. After all, some 22 foreign challengers had signaled their intention to be in San Diego with their 12-meter boats in 1991. But then along came the Kiwis who saw an opportunity, seized it, and like kids playing leapfrog, sailed right over the backs of other competitors many of whom, like the Japanese, had already invested millions of dollars in acquiring 12-meter boats from none other than the New Zealanders.

"Their intention, which was clear from the outset, was to exclude the others and grab the challenger's berth for themselves. All this New Zealand talk about throwing themselves open to international competition is no more than an elaborate smokescreen. The Kiwis knew that theirs is the only challenge San Diego can face. With so many tens of millions of dollars at stake in a Cup race, I guess the Kiwis figured they needed to be audacious about it and damn the rest. Their attitude seems to be, "To hell with international competition, go for it!"

"Now, of course, the Kiwis are trying to disguise their selfishness by claiming they would welcome other international challenges. But they know that with the first race in the best-of-three series set for August

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# SIGHTINGS

## america's cup – cont'd

29, 1988, that leaves no time at all for the rest of the world to catch up. If there was to be a challenge elimination series that would make the timeframe even tighter. These races would have to start in July. By acting as they have, the Kiwis have stolen a march on everyone, including the American defense. Their boat, which has been under construction in Auckland for the past five months, is to be launched in February. That gives them an unassailable lead over everyone. At a stroke, the Kiwis have shortened the odds on their becoming the challenger from 22:1 to 1:1 without even having taken to the water. Bear these facts in mind next time you hear the Kiwis spouting off about fair play and the spirit of sportsmanship.

"All of this has left a bitter taste in the mouths of many Americans. The atmosphere at home is black indeed. The attitude is, "Okay, if the Kiwis insist on living by the rules they can die by the rules." It's going to be tough. It will take all our resources just to build a boat and have it

cont'd on next sightings page

## not much

Wednesday, December 16, and reported seeing both a flare and the flash of a strobe. They were unable to raise anyone on the radio, so dropped the raft and pack, which contains food, water and medical supplies, as near to the lights as possible.

When dawn broke, the search began. Participating were two C-130s, as well as the tanker *Chevron London*, which was in the area, and a Navy vessel with a helicopter which arrived in the afternoon. The planes

## our wife

We admit that sometimes things, even important things, seem to go in one ear and



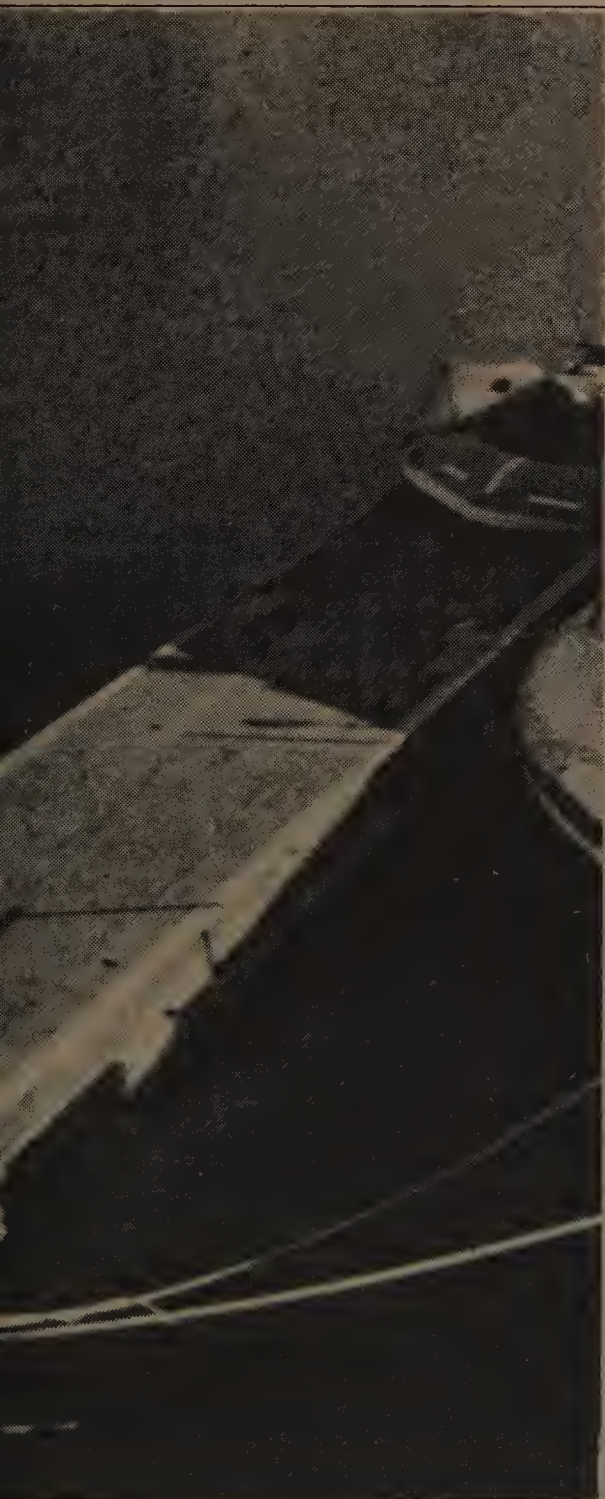
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and ships searched all day Wednesday and Thursday, with only a small amount of debris spotted by the helicopter. (By Thursday, the weather had abated to 20-foot seas and 30 to 40 mph winds.) No sign of the raft or any survivors was found. The search was officially called off Thursday evening, though *Chevron London* remains in the area as this is being written.

Can anybody out there tell us more about the *Pali*?

## wouldn't be surprised

out the other. For example, even when sub-  
cont'd center of next sightings page



LATITUDE SARAH

## america's cup — cont'd

ready to go in the time allowed. It all boils down to their racing their \$5 million dog against our \$15 million dog. After the first 15 minutes, one boat will be so far ahead of the other it will be dull and boring. What I foresee is a disastrous non-event, a lopsided travesty in which one boat will whip the other by a mile. If the United States doesn't win, the Cup will revert to being a silvertail plaything, a trophy tossed around among the mega-rich. The clock will have been wound back 50 years to a time when there were just a few competitors.

"The Kiwis are claiming that the cost of campaigning these boats makes them less expensive than the smaller 12-meter ones. What a joke! The long-term costs associated with their development will make them four to five times as expensive as the twelves. Instead of a total team of 28, you now have a crew of 100 to feed, clothe, accommodate, transport and insure. Instead of a 68-foot (21-meter) tender, you now need an ocean-going tug to tow an enormous barge with a crane to load and unload the sails that will be way too heavy for the guys to lift. Imagine the size of the wharves needed to house them and the cranes needed to haul them out every night.

"At the stroke of a judge's pen, the cost of an America's Cup campaign may have gone from \$30 million to \$300 million. Who in their right mind is going to come up with \$300 million for a sailboat race? The answer might just be several people. It's going to be mighty interesting finding out. In any case, the broad base, world-wide competition will end and the popularity and interest in the Cup will go down as well!!!!"

As much as we respect and admire Dennis Conner, we're not in total agreement with his assessment. Specifically:

1. If Fay is indeed bluffing when he says he encourages other challenges, Sail America could easily call by insisting the Cup be postponed until the summer of 1989 to give other challengers a sporting chance to design and build their boats. This is something allowed by the New York Supreme Court ruling. Fay would have either had to accept it or come off as a shyster trying to snatch the Cup.

2. Conner's assertion that Fay's challenge "has left a bitter taste in the mouths of many Americans" is misleading. Judging from the American sailors we've talked to, Fay's challenge is a sensational development compared to the dreadful prospect of three more years of 12 Meters. Here's what some expert sailors had to say:

"(Fay's super maxi challenge) may have come just in time to rescue the world's leading sailing event from the trash heap of sports history." — Bruce Kirby, designer of two of Canada's 12-meters.

"(The new boats offer) the most exciting possibility in yacht design in 100 years." — Britton Chance, co-designer of Conner's victorious *Stars 'n Stripes*.

"It opens up the oldest international sporting event in the world to the newest technology. (*Progress in Twelve Meters*) came a tenth of a knot at a time. This changes it all. Giant strides will be taken at all levels. It's good for sailing and good for the Cup." — Norman Nudelman, Westlawn School of Yacht Design.

3. Conner claims that this year's America's Cup will become a "a disastrous non-event, a lopsided travesty in which . . . after the first 15 minutes one boat will be so far ahead of the other that it will be dull and boring".

How quickly people forget. Less than a year ago, with Conner himself at the helm, *Stars 'n Stripes* surprisingly took the lead from *Kookaburra* in the light air first race. After the first 15 minutes, the entire 1987 America's Cup became a lopsided travesty in which the Australian boat never rounded a mark first and never threatened to win.

4. Noting that the change in boats may force campaigns to increase in price from \$30 million to \$300 million, Conner asks "who in their right mind

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## america's cup — cont'd

is going to come up with \$300 million for a sailboat race?" To which we can only ask, who in their right mind would come up with \$30 million for a sailboat race? We won't even bring up the fact that Conner himself has been quoted as saying Sail America's 1991 campaign might require \$90 million. Ninety million, \$300 million — what's the point in quibbling over a few bucks?

Nonetheless, we think Conner precisely identified the real problem when he wrote that Fay's challenge will lead to a design lottery in which the sailors will have little or nothing to do with the outcome. That's going to be a genuine problem with this year's America's Cup — if there indeed is one — even more than it was a problem at Freemantle.

The solution? Lock Kiwi designer Bruce Farr and San Diego designer Bruce Nelson in the same room with a bottle of rum and don't let them out — even to pee — until they come up with an America's Cup one design, preferably something damn close to a Nelson/Marek 68 or a Santa Cruz 70.

What the America's Cup needs are one-design boats that can do 9.5 knots to weather in 11 knots of breeze and are capable of 25 knots downwind in a blow. What's wrong with exciting boats for exciting racing, for godsakes!!!!

Given limitations on exotic materials and the number of sails, syndicates could mount competitive efforts in such boats for \$1.5 million. Then we could, with a straight face, talk about encouraging competition. Such boats would result in an exciting America's Cup that measures the skills of the sailors, not the size of their pocketbooks.

Fay's challenge certainly isn't a solution to the America's Cup problem, but if all goes well it may be the catalyst that forces a long overdue change in the boats used and the amount of money spent on the event. This year's dramatic America's Cup victory by Dennis Conner and the San Diego YC was supposed to create a wave of interest in sailing on the part of Americans. Anyone familiar with the industry knows that no such thing happened.

One of the things that the last America's Cup did, because the huge numbers were bandied about so often, was reinforce the widely held misconception that sailing is a pastime merely for a wealthy elite. The 1987 America's Cup was a public relations disaster for the sailing industry. Nobody could identify with it. And all too symptomatic of America today, a couple of folks profited wildly while everybody else got nothing or lost.

Enough of the philosophizing, what's going to happen now?

As we said in the beginning, it remains an extremely unstable situation. There are so many hitches and contingencies that we figure there is no better than a 50-50 chance that the America's Cup will actually be sailed this year.

The number of things that could derail it are a multitude. The city of San Diego could appeal the New York Supreme Court ruling and win. Alan Bond or any of the other potential challengers could sue to be allowed to participate.

But more likely, it's going to be head to head problems between Michael Fay and Sail America that will result in a stalemate or court injunction. For example, Sail America says the strict interpretation of the Deed of Gift means they can't use a multihull as a defender and that only because they are nice guys will they announce the venue three months in advance. Fay has said he will go to court if Sail America uses a multihull or if they try to move the venue from San Diego. Fittingly perhaps, the real heroes of this America's Cup are likely to be lawyers.

We do know that New Zealand's boat has been designed by Bruce Farr and will be about 120-ft in length. It's believed to be a light displacement boat relying heavily on crew weight for stability. In short, a boat designed specifically for San Diego's mostly light air conditions.

At the December 15 Sail America news conference, John Marshall announced that he would coordinate the *Stars 'n Stripes* design team. He said that they had only begun to recruit the best creative minds in America to work on the problem and as such the members wouldn't be named until sometime early in January.

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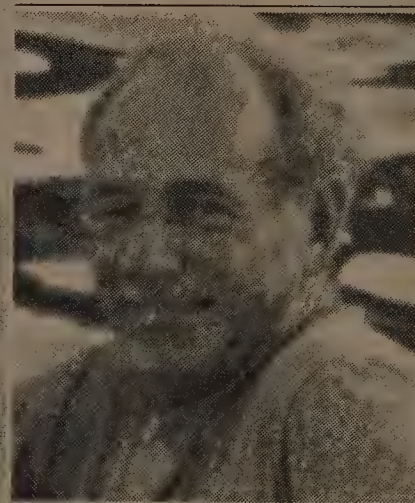
## no surprise

tly reminded, we have been known to forget anniversaries and birthdays. About a year ago, when dredging and dock work had our photo boat in any one of three different places, we sometimes lost track and ended up carrying bags of cameras and lunch to an empty slip — or two — before we got it right.

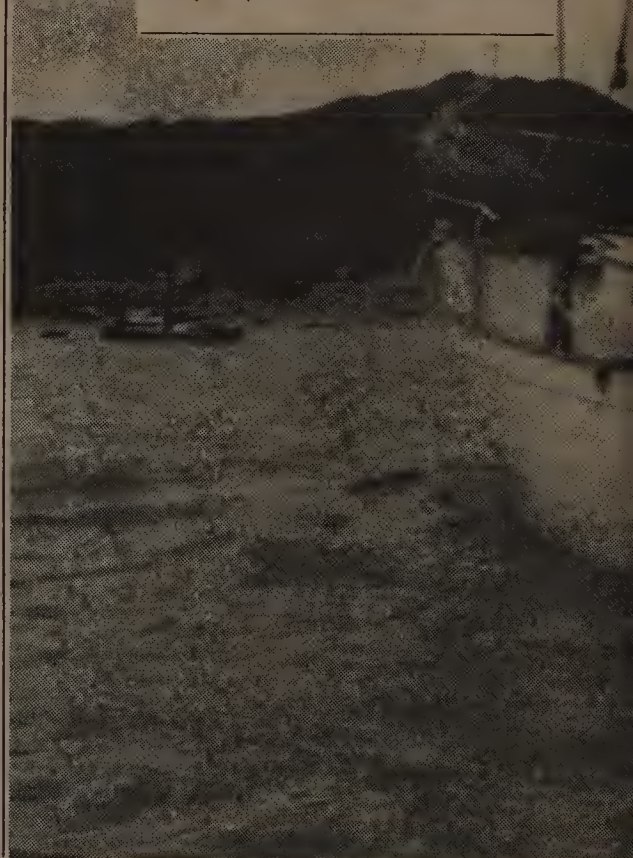
But last month a Marin County sailor topped even the time we forgot to pick up our sister-in-law at the airport. He reported to the police that his Islander 36 had been

## have boat,

One of the big problems with corporate sponsorship of sailboat racing — a collusion still in its infancy in this country — is measur-



Barry Stephens.



**— cont'd**

stolen from its Sausalito berth. The IJ ran an item on it mid-month. But when we called the police department to get who, what, when and so on, we were told "false alarm". Turns out that the owner had contracted for some work to be done on the boat, and it had merely been taken to the yard. All he saw was a hole in the water and assumed the worst.

Oops.

**will race**

ing its effectiveness. You know, trying to correlate how your company logo on some-  
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**america's cup — cont'd**

If Sail America feels confident that a strict interpretation of the rules means they can sail a multihull, we're certain that's what they would build. In fact, the rumor is that *Wind Warrior*, Steve Schielder's Gino Morelli Formula Forty catamaran that won 1987's Multihull TransPac, is on its way to San Diego. Almost nobody disputes the fact that a much smaller, much less expensive multihull could beat Fay's boat.

The big question is whether Sail America will build a boat that in any way resembles the Farr boat designed for Fay. Our guess is that it will only be done as a last resort — although with months and months required to design and build such a boat, the deadline for a decision is fast approaching.

**barry stephens**

In early December, California lost one of its most inspirational and best-liked sailors, Barry Stephens. As his friends would say, he was "69 going on 23", when he was taken by cancer.

cont'd on next sightings page



ATTITUDE RICHARD

## stephens — cont'd

Although a member of the Stephens family that operated the renowned boatyard in Stockton for so many years, Barry lived an independent life.

His first boat was a Golden Gate class sloop, *Pajarita*, and shortly thereafter he did the 1939 TransPac in the 44-ft *Pajaro*.

During the war years he fought with the Navy in Africa and the South Pacific. At the conclusion of the war, he spent a number of years involved with the Stephens yard in Stockton, sailing one of the Farallone Clippers they built and doing many races and deliveries.

In 1953, he struck out on his own, taking up ranching near Alturas in northeast California. Somehow he was still able to get in a good amount of sailing during those years. In 1965 he sold the ranch and lived in Marina del Rey, doing that summer's TransPac on Humphrey Bogart's old *Santana*. He did the TransPac in '67 on *Alphas* and the '71 TransPac on the Stephens built *Lightin'*.

As much as Barry sailed in those earlier years, he really became active starting in 1980 when he purchased the 50-ft Rhodes-designed cutter, *Rowena*. Built by Lester Stone in Alameda, it would be Barry's home until he died.

But *Rowena* hardly spent her time tied up at the dock. Stephens sailed her to the Cocos and Galapagos Islands; to the Tuamotus, Marquesas and Tahiti; to Hawaii and the Pacific Northwest, and to Mexico several times.

Typical of Barry's enthusiasm, he liked to steer so much that he never had a windvane installed. Although in his 60's when he purchased *Rowena*, he thought nothing of sailing singlehanded. When his engine went out early one season in Mexico, he didn't panic. Despite being alone and despite being far from port, he sailed the 50-ft cutter all over Mexico by himself and without an engine. He'd even anchor at tricky Yelapa. "If my daddy had seen me do that he'd have whipped my ass," he told us remembering the incident.

Unpretentious and casual, Barry had a well-deserved reputation for being willing to take anyone sailing. As such, a Barry L. Stephens Sail Training Fund is being set up through Ocean Voyages Institute to give financial assistance to youngsters who might not otherwise get to sail. The address is 1709 Bridgeway, Sausalito, 94965.

On December 12 a memorial sail was held in Stephens' honor.

Like Bruce Easom who died of cancer about a year ago, Barry Stephens was one of the real special sailors in California; he won't be forgotten by his many, many friends.

It's with deep regret we also have to report the passing of Brian O'Donoghue, also of cancer. New Zealand born, Brian had been working in Northern California as a surveyor for several years. He was particularly active and successful in the Singlehanded Sailing Society with his Cal 2-27, *Wildflower*.

Cancer also claimed Mike Harting of Honolulu. He is best known to Northern California sailors for having participated in the first two Singlehanded TransPacs.

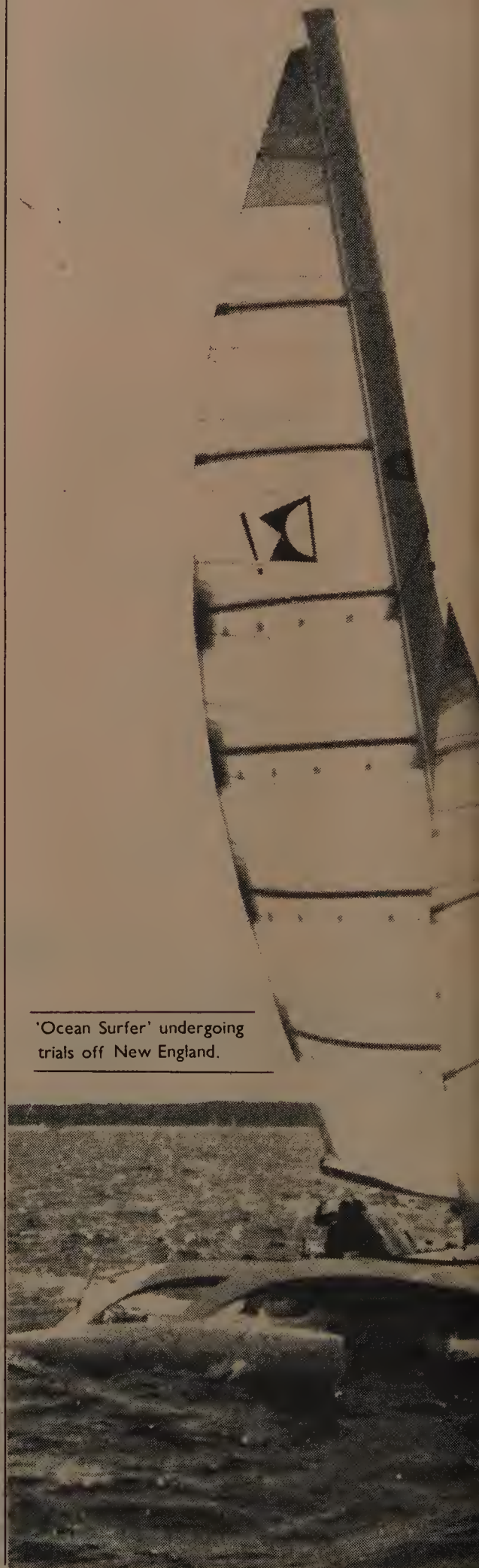
May these three fine gentlemen all rest in peace.

## return of the *lene marie*

Eight years ago, the *Lene Marie*, a beautiful 106-ft Baltic trading yacht, slipped out of her homeport of San Francisco to circumnavigate the globe. The 100,000-mile voyage will end sometime on the morning of January 15, when she'll sail back under the Gate to be reunited with her three owners — Pacific Union Company partners Peter Stocker, Bill Harlan, and John Montgomery — and the countless friends who enjoyed the yacht's hospitality in some of the more remote and exotic places on the watery planet.

Stocker — who is best known for introducing "par courses" to this country from Europe and for his attempts to build a downtown baseball stadium — and his partners in the red-hot real estate development company dreamed up the ambitious voyage ten years ago and actually set sail in 1980. The

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'Ocean Surfer' undergoing trials off New England.

## have boat — cont'd

body's spinnaker translates to increased sales, morale, whatever. An even bigger problem is trying to guarantee a potential client the most effective exposure.

"Everyone wants guarantees that if they lay out 'X' thousand dollars, their logo is going to be seen on ESPN, the 'Today' Show, and so on," says Peter Hogg.

Making enough sense of it all to secure backing by this summer is but one of many trials and tribulations that face Peter and partner Mark Rudiger in the months to come. As you read this, the two are boldly going where no one in the Bay area, save the Golden Gate 12-Meter Challenge, has gone before — the route of a fully sponsored racing campaign. About the only thing in their favor is the reduced size and complexity of their undertaking. The Golden Gate Challenge needed \$10 million for two boats, scores of crew and support personnel, and designing and building two boats. By contrast, Kahikatea, the company formed to oversee promotion and marketing of the Rudiger/Hogg project, needs a total of \$400,000 for a one-year, two race campaign, and the boat is already sailing.

If they can raise it, on June 5, Mark will compete in the 1988 CSTAR race on the newest of Dick Newick's designs — a 40-ft, all-out, ocean racing trimaran built expressly to win this upwind race. (The 2,810-mile event used to be called the OSTAR, but in 1988 it has a new sponsor and name, CSTAR — the Carlsberg Singlehanded Trans Atlantic Race. The boat currently goes under the name of *Ocean Surfer*, but will also change its name depending on who sponsors.) After the finish, the boat will be hurriedly shipped to Australia to participate

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COURTESY KAHIKATEA

## lene marie — cont'd

loose and flexible itinerary took them through the Panama Canal to Europe, then through the Mediterranean and the Suez Canal to Australia, the Far East, and most recently the Pacific Northwest. *Lene Marie*'s crew actually did



COURTESY PACIFIC UNION CO

'Lene Marie', around the world in eight years.

most of the sailing, while the trio of hard-working businessmen and their friends joined their boat as often as time permitted.

Many employees and business clients of the Pacific Union Company were also invited to sail on the *Lene Marie* during the course of the long journey. Most companies give you two weeks off a year, let you play on a softball or bowling team, and give you a handshake and a watch when you retire — this one flies you around the world for sailing adventures on the company yacht. And needless to say, all of the *Lene Marie* family of friends will be getting together for a big celebration/reunion to welcome her back to America.

Tallship aficionados will be able to check out the 77-year-old Danish-built *Lene Marie* in Sausalito. She'll be kept somewhere near Stocker's other boat, the silver Frers 41 *Bondi Tram*, and Harlan's houseboat, the so-called "Taj Mahal". *Lene Marie* will be on the Bay for a month or so before heading down to Mexico.

## operator education? licenses? both? neither?

Do you think folks who operate private boats should be required to take boating classes? Do you think that they should be required to take a course and pass an exam in order to get a license to operate a private boat?

These are the two basic questions that BOAT/US asked its members in its bimonthly newsjournal. According to the organization, some 15,000 replied.

Eighty-one percent of the respondents said recreational boaters should have to take and pass a boating safety class and that those who already have on-the-water experience should be required to pass an equivalency exam.

By almost as large a margin, 3 to 1, these same respondents favored the idea of some form of operator licensing. This would require passing a boating safety course or an exam substitute.

The difference between the 'education' and 'license' concepts is that under

cont'd on next sightings page

## both? neither? — cont'd

the licensing system states would be able to take away a person's right to operate a boat.

Perhaps the most surprising aspect of the survey was how similar the percentages were, no matter what area of the country, no matter what size boat the respondents own, no matter whether they were powerboaters or sailors. It makes you wonder if the survey might say more about the membership of BOAT/US or the type of person who responds to such surveys rather than the concepts of education and licensing.

It's a thorny issue. On the one hand you're inclined to support education and perhaps licensing, because too many mariners are injured or die as a result of basic ignorance. On the other hand, mandatory education and licensing don't come without another layer of bureaucracy, nor is there any assurance that such requirements would be effective. Lord knows the licensing of drivers in the state of California hasn't eliminated the annual carnage.

If there could be a test devised to accurately measure prudence or a serum to inject 'instant experience', that would be one thing. Unfortunately, there isn't.

During the last five years boating accidents have increased by nearly 20 percent. Almost paradoxically, boating fatalities have decreased.

## golden hinde plies the bay

Four hundred eight years ago, English explorer Francis Drake and approximately 50 men sailed past San Francisco Bay, missed it entirely and landed in what is now known as Drake's Bay. He proceeded to claim "New Albion"



The 'Golden Hinde': ghost of Christmas past.

(California) for Queen Elizabeth I, which is one of the more decent things he did in his long and distinguished career of slave-trading, piracy, burning and looting. Politics and personal conduct aside, we couldn't help but marvel at the courage it must have taken to sail his diminutive, top-heavy 102-foot *Golden Hind* around the world back then.

We came to that conclusion after touring a 14-year-old replica of Drake's warship while she visited Sausalito in mid-December. Except for a few concessions to modern technology and a different spelling of her name, the *Golden Hinde* is a faithful reproduction of Drake's vessel and of life in the 16th century. For three bucks, we got to roam the five decks of the floating

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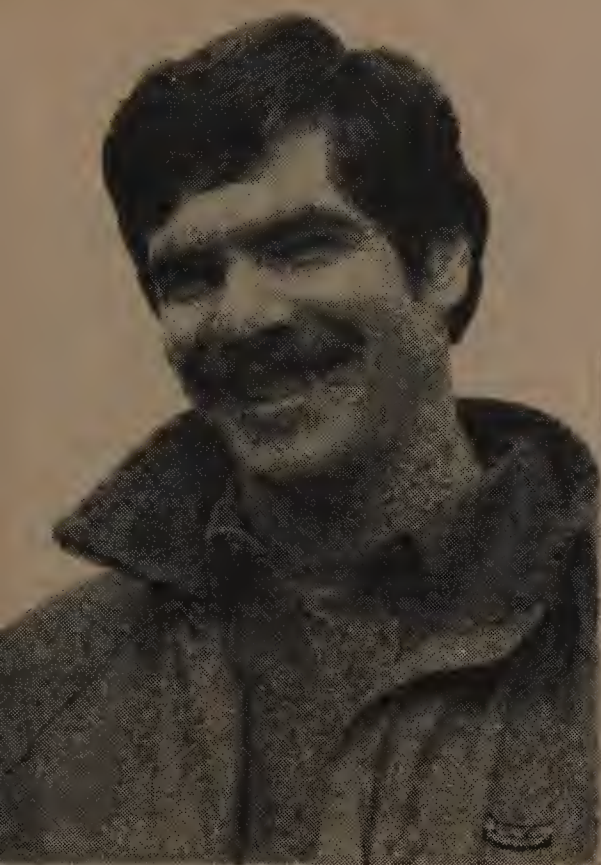
Peter Hogg (l) and Mark Rudiger.

## have boat

in the 7,400-mile Doublehanded Around Australia Race. Both Peter and Mark will be aboard for that one, which starts August 8.

Ideally, a sponsored racing program is a win-win situation for everybody. The sponsoring corporation(s) gets a large return on their investment in terms of publicity, recognition, sales and morale; the yacht wins races and hearts and more backing; and the careers and reputations of the skipper(s) are bathed in glory. To pull it off, you need three things; four if you count lots of luck: a fast boat, an expert skipper and crew, and the most prestigious races you can enter. For shorthanded racing, you can't get much more prestigious than the CSTAR and 'Round Australia. The former is the oldest and best attended singlehanded event (entries close at 100 boats) in the world. The latter, which will be held in conjunction with the Australian bicentennial, is expected to draw as much media attention as the last America's Cup.

In the personnel department, Peter and Mark offer another known quantity — themselves. Both men have many racing miles under their respective keels, both in crewed and singlehanded racing, with emphasis on the latter. Both, for example, have long been fixtures in both the Single and Doublehanded Farallones Races, and have the trophies to prove it. They are also both several-time participants in the biennial Singlehanded TransPac Race, and in 1984 shared the two big wins: Peter was first to finish aboard his own Newick 40 catamaran *Tainui*; and Mark took overall corrected honors on *Shadowfox*, his modified Carlson



LATITUDE/JOHN R

## golden hinde — cont'd

museum and ask dumb questions of her crew/tourguides, who were resplendent in their period costumes. "Drake and his boys must have had balls that clank," concluded a fellow tourist. He was referring, we suppose, to the 22 cannons — many of which are operable — onboard, or perhaps to the generally held belief that wooden ships were sailed by iron men.

The *Golden Hinde's* next port of call is Vallejo, where she will be on view near the Vallejo YC until January 24. After that, she'll go upriver to Sacramento before eventually heading down the coast. Rumors that the *Golden Hinde* will enter next month's midwinter races at a PHRF rating of 516 appear unfounded.

## vouvray stolen

"This was something I always thought happened to the 'other guy,'" says a friend of Bill Patience. This time, though, it was uncomfortably close to home. Bill's Hans Christian 43, *Vouvray*, (see photo) was stolen from its Central Alameda berth on November 14.

As a Corvette enthusiast, Bill is no stranger to seeing valuable property disappear — three of the seven 'Vettes he owned were stolen, one twice. But he rightly points out that a boat, especially one like *Vouvray*, is a much more personal loss. He and his family returned from a seven-month Mexico cruise

## — cont'd

32. Between the two of them is some 45 years of combined racing and cruising, upwards of 150,000 miles, and sailing resumes that would fill a small volume. Since we call both of them friends, we might add they also share the proper humor and adventurous spirit necessary to pull something like this off.

As for the boat, the vehicle of their passion for the next year is *Ocean Surfer*, which is now lying in Florida. As mentioned, it is 40 feet long, 30 feet wide, weighs about 4,300 pounds and carries 652 square feet of working sail on a wing mast. Though unproven in a race as yet, the boat has shown itself fast and capable in a wide range of conditions. Peter took the boat from New England, where it was built, to Florida and once hit 26 knots. "It scared hell out of the guy I was with, but the boat was doing fine," he says.

At this writing, several corporations have expressed interest in the project, and a handful have made verbal commitments. Although the partners hope for full sponsorship by a single entity, they also have plans for limited partnerships.

Sponsorship is going to figure prominently in the future of sailboat racing. The Europeans have already proven that. From our perspective, it's good to finally see a local effort get going, especially one with this potential. We plan to follow up on this story in future issues, especially if they make it to CSTAR. The last Bay area resident to compete in the TransAtlantic was Arthur Piver, considered by many to be the father of the modern multihull. For more on the proposal, you can reach Peter Hogg at 332-3722, or Mark Rudiger at 332-3780.



LATITUDE/JOHN R

Have you seen this boat?

in June, and were planning to have the boat trucked to Texas in October to cruise the Caribbean. Bill also successfully campaigned the boat in local races. One of, if not the only HC with a fully faired keel and tapered mast/double spreader rig, *Vouvray* showed well in both class and handicap events, and missed taking corrected overall honors in the '86 Catalina race by seconds.

Coincidentally — or is it? — the day the boat disappeared was the same day Bill started the Cabo race on *Kialoa II*. The theft was not reported until he returned on the 25th. Since then, the theft has been broadcast on the Chubasco net, and *Vouvray* — minus her name — has been spotted in Las Hadas and Tenecatita harbors on mainland Mexico. The most recent

cont'd on next sightings page

## stolen — cont'd

sighting, which included descriptions of two men in the cockpit, was made on October 15 near Carreyes.

While Bill remains hopeful, the insurance company is due to pay the loss off after 30 days. One of his biggest mistakes, says Bill, was not keeping up on insurance for all the boat's gear. Though he had full coverage on the stock 43, he had added almost \$60,000 worth of electrics, sails, cabinet work and other amenities to the boat — but not to the insurance policy. If the boat is found after the insurance settlement, Bill gets "first refusal" rights. In other words, he gets first crack at buying it back.

Reading this in Mexico? If so, take a glance around the anchorage. If you see a Hans Christian with double spreaders, radar on the mast, white hull, blue bootstripe, lots of teak and a hydraulic backstay, report it to the local authorities and put it on the airwaves. Let's see how the good life looks to those guys from a Mexican jail.

## saved! boatowners tax deduction!

Back in 1986 when the Congress and President were coming up with the big Tax Reform bill, most boatowners expected that their right to deduct the interest paid on boat loans would go right out the window. After all, all other deductions on consumer loans were tossed out.

But the one interest deduction no politician dared to suggest eliminating was the one homeowners take on their home mortgages — even if they had two homes and two mortgages.

Whoa and behold, someone read the fine print carefully and discovered that boats with bunks and galleys as well as some recreational vehicles qualify as homes under the tax code. Thus boatowners could continue to deduct the interest on boat loans — as long as they weren't already doing it on two other homes.

Completely misunderstanding the net worth of the average boat-owning family, several senators and congressmen raised hell that 'yachts' were being supported by tax deductions. Blinded by all their bellowing, they never seemed to perceive the inconsistency in their being willing to continue to allow genuinely wealthy folks to write off the interest on million dollar chalets in Aspen while denying the same privilege to a family living on a \$50,000 Islander 36.

Initial efforts by senator's such as Danforth were rebuffed, but as 1987 went on and the budget deficit became more acute, efforts to eliminate the deduction were revived by various members of the House.

As the members of both branches of Congress slipped into smoke-filled rooms in December to cut the deals that would result in a new tax bill, it looked very much as though the boat loan interest deduction would soon be history. True, the Senate version of the tax bill didn't eliminate the deduction, but the House bill did; and everybody was scrounging to find extra revenues. The smart money said that the deduction would be eliminated because if boatowners — always perceived as being wealthy — got the shaft, hardly anybody would scream.

But this time the smart money was wrong. After four days of "high pressure" negotiation lead by John Chafee of Rhode Island with support from Lloyd Bensten of Texas, it was a "total and complete victory for boatowners. The deduction for boat interest remains."

The delegation from the House had been brought around to see that there was really no difference between a first or second home and a boat used as such. The House conferees then fought for a cap on boat loans over \$100,000. The Senate responded by saying if there was no limitation on the deduction for second homes, there should be none on boats.

Thank your lucky stars the Senate version prevailed, for it means that boats remain one of the few good tax write-offs still available.

## saving the — they haven't

A number of times in the last few years we've written about the battles between a group of boaters and the city and citizens of Palo Alto over the Palo Alto Harbor.

The municipal government and citizens voted to close the once-thriving harbor, letting it silt up and return to what they contend was its 'natural state'.

A group of people opposed to that action see it as a regional issue where boaters and other recreational groups are being denied the constitutionally guaranteed right to the use of and access to San Francisco Bay. Without Palo Alto Harbor, they point out, there is no sailing south of the Dumbarton Bridge. Furthermore, they contend the harbor only silts up as a result of other development.

The group has formed The Aquatic

## petaluma without the

California's Department of Boating and Waterways approved a nearly \$4 million dollar loan in November to build a 194-berth marina in Petaluma.

Petaluma is a popular three-day weekend destination for Bay sailors, who are used to anchoring in the turning basin or rafting up to several long docks.

The new marina, which should begin con-

## west marine

It's still half a year away, but already activity is brewing for the 1988 Pacific Cup. Notable changes for this fifth biennial race from San Francisco to Hawaii are a new sponsor, West Marine Products, and a new finish destination, Kaneohe Bay, Oahu.

Since its inception in 1980, the Pacific Cup, run in even-numbered years, has become sort of an "informal" version of the "real" TransPac, which runs in odd-numbered years. (Some will say it is what the TransPac used to be before it became the playground of the rich and high tech.) In keeping with its "bring what ya got" theme, this year there will be classes for IOR, IMS, PHRF and doublehanders — with cruisers and family-sailed boats encouraged to attend. "Our concept of awards is different, too," says West Marine president Randy Repass. "Instead of having trophies, we'll be awarding valuable merchandise that boaters can really use!"

To be sure, the race has already attracted some unusual boats and people. Among them in 1986 were *Contenta*, a 25-year-old Lapworth 40, and *Awesome*, a Peterson 44 with an aft cabin, a crew of 11, and a blind

## palo alto marina given up yet

Alliance to conduct a "legal battle opposing Palo Alto's arrogant decision to disregard the constitutional maritime rights of the public". Their court case is being handled by former United States Congressman Pete McCloskey, who agrees with the Alliance's position regarding the harbor.

The lawsuit is currently awaiting an appellate decision from superior court, but it eventually is expected to end up in the supreme court. Naturally it will be expensive; \$35,000 plus court costs and expenses says the Alliance newsletter. So far they've been able to raise \$15,000 of the money, which means they're now \$20,000 short.

If you'd like to make a tax-deductible contribution, send it to Legal Defense Fund, 744 San Antonio, Suite 9, Palo Alto, CA 94303.

## de-street bridge

struction next May and be completed by the summer of 1989, will be located a mile or so short of the turning basin, at Shollenberger River Park. This is south of the D-street bridge, sailors have always had to have raised in order to reach the main basin.

In addition to the 194-berths, there will be a motel, shops, offices and a restaurant.

## pacific cup

woman skipper! Many notable boats — most, predictably, from the Bay Area — have also participated over the years, including Sy Kleinman's *Swiftsure*, George Barrett (the Pacific Yacht Club's Commodore) on *Charley*, Larry Stewart's *Zama-zaan*, and the wild and crazy doublehandlers Gary Clifford and Jonathan Livingston, who won their division on Clifford's *Express 27 Light'N Up* in 1984. A transcribed cassette tape recording of that race published in *Latitude 38* made them para-cult figures in Bay Area yacht clubs, at least for a few months.

The queen of the rodeo in Pacific Cup, though, is the veteran ultralight sled *Merlin*. Bill Lee's original maxi rater has raced the Pacific Cup all four times, been first to finish all four times, and set new elapsed time records all four times. Her current mark stands just short of 8 days, 15 hours. (*Merlin* also holds the TransPac record of 8 days, 11 hours.) According to the 1986 brochure, however, the time to beat is 8 days flat, set by the clipper ship *Challenge* in 1852.

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## a smashing xmas at stearns wharf

When two vessels slammed up against Santa Barbara's Stearns Wharf during a gale on December 26, they did a lot of damage to the wharf and to the many businesses located on it. The wharf can be fixed (see photo on the following page) and hopefully most of the business will be able to recover. Ironically, the greatest long term effects may be felt by boatowners interested in retaining the right to anchor out; none of whom were involved in the incident.

According to a spokesman for the Santa Barbara Harbor Patrol, the southeast gale that ripped through during the pre-dawn hours of the 16th was about as nasty a blow as they see. The winds peaked at 60 knots; even the fabled Santa Ana winds don't usually hit the harbor that hard.

The southeast winds were accompanied by ten-foot seas and driving rain. According to Harbor Patrol Supervisor Mark Howard, by daylight visibility wasn't much better than 100 feet.

As reported last month in *Latitude*, there is an ordinance that prohibits vessels from anchoring within a quarter mile of Stearns Wharf in the summer and a half mile in the winter. The reasoning behind the ordinance — which objectively is a hardship on those anchored out — is that in previous years boats have dragged anchor and damaged the wharf. The danger is by far the greatest in the winter, when nasty southeast gales are to be expected. Southeast winds blow boats anchored off East Beach directly toward the wharf.

After December 16, nobody is going to question the justification for such an ordinance. Two vessels broke free of their moorings and smashed into the same spot in the wharf. Nineteen pilings were knocked out, which destroyed the roadbed. Damage to the roadbed forced the 15 or so businesses on the wharf, including three major restaurants, to close down during their most profitable time of year, the Christmas season. The wharf was also closed to spectators of the lighted boat parade.

Harbor Patrol Supervisor Howard told *Latitude* that the 55-ft former fishing boat, *Seahawk*, owned by Mark Schroeder, was the first to hit the wharf. Powered by the force of gale-driven 10 foot seas, she struck the base of the causeway just a short distance from shore. The *Seahawk* knocked out between three and five pilings, destroying the roadbed in the process.

At considerable risk, workers attached lines to the *Seahawk* and tried to pull her away from the wharf. They were able to drag her off about a foot away before the old fishing vessel broke into pieces. Eventually, she ended up in a dumpster. Supervisor Howard described the *Seahawk* as a "derelict", with no operational steering, engine, transmission, rudder or other machinery.

Workers had no sooner removed the fishing boat remains when an unnamed 40 x 15-foot steel barge owned by Justin Mezey slammed into virtually the exact same spot. The combination of the steel barge and a load of heavy mooring buoys was devastating, taking out another 14 or 15 pilings and further damaging the roadbed. Said Howard:

"With the mooring buoys thrown at the pilings by 10 foot waves, it was like balls knocking down pins."

After some lines were secured to the barge, a diver was lowered with a hawser. The cats were able to then tow the former grain barge to the beach where owner Mezey agreed to have it destroyed. As if to wash salt in official wounds, the acetelye torches used to cut up the steel barge into pieces ignited the foam core. The fire department had to extinguish it.

Although the barge is supposed to be involved in a mariculture project by Sea Venture Enterprises, Supervisor Howard said, it also was nothing more than a derelict. In his estimation, the only thing keeping the barge afloat was the foam flotation.

Howard also stated that the barge had frequently turned up in crime reports. Different people arrested for urinating in public, petty theft, public drunkenness and other minor offenses had given the Sea Venture Enterprises barge as their local address. Howard believes that Mezey had allowed just about anyone to use his barges — he had two of them — as crash pads. It's

cont'd on next sightings page

# SIGHTINGS

## stearns wharf — cont'd

suspected by many that these people sometimes swiped dinghies for the long trip out to the barge. Sometimes the dinghies were returned, other times they were abandoned nearby a day or two later.

According to Howard, the *Seahawk* was anchored outside the city limits before she broke loose, and therefore wouldn't have been covered by the Santa Barbara ordinance enacted to protect the wharf. Mezey's steel barge was within city limits, but within the permitted anchorage. Thus she also was in compliance with the law.

Early estimates of the damage to Stearns Wharf were put at between \$100,000 and \$150,000. The losses suffered by the businesses on Stearns Wharf — as of December 23rd it was still closed — are probably in the same range. It's possible that Mezey and Schroeder are liable for the damages; if so, it's unknown whether they could cover them.

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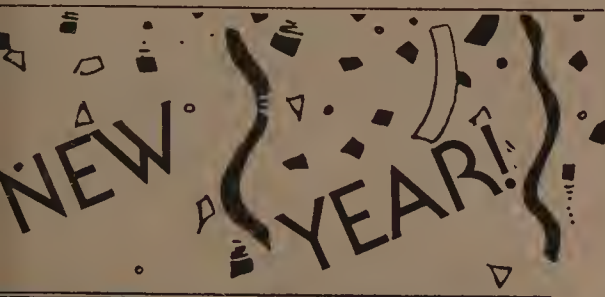
## pacific cup

As you can see from just a glimpse, the Pacific Cup has become a race unto itself in the past decade. With the new blood in sponsorship and management, this year it should really be an event. Why are we telling



## — cont'd

you this now? Because the April 1 deadline is only a few months hence. The race starts on July 4. For more information, call the West Marine Pacific Cup Yacht Club at (415) 331-2236.



## stearns wharf — cont'd

Even more important to some than the liability question is how to prevent a reoccurrence. After all, Christmas wasn't so jolly for all owners and employees of the businesses that had to be closed during the height of the season. Howard suggests that perhaps the Santa Barbara ordinance could be rewritten with a fee structure — currently anchoring is free — that would discourage the area being used as a "floating dump".

As for the waters outside the city limits, where the *Seahawk* had been anchored, the city of Santa Barbara may look to the State Lands Commission, which owns all submerged property to three miles offshore, for assistance. State Lands could rule that anchoring for an extended period is an unlawful public use or one that requires a permit.

In any event, both the general public and government are understandably angry about the damage and the current situation. What makes it worse is that it isn't an isolated instance. A few pages before, we wrote about the *Kathryn*, aground and abandoned in San Diego Bay. Some government agency is going to have to spend some 5,000 tax dollars to remove her. And earlier last year in Richardson Bay, two derelict cement barges washed ashore next to one of Marin County's most popular recreation areas. The owner removed the barges several months later at his own expense, but people were steamed.

These developments are likely to adversely affect sailors who like to cruise the California coast using the free anchorages. The easiest way for government to stop such occurrences is to outlaw such anchoring or make permits nearly impossible to get. And after the events of this year there is considerable pressure on — as well as inclination in — the State Lands Commission and other government agencies to do just that.

## as for richardson bay

The most recent news for anchor-outs in Richardson Bay has been mixed.

The Marin County Human Rights Commission, whose job it is to advise the Board of Supervisors on human rights issues, voted unanimously to support the anchor-outs in their fight to continue living at anchor in Richardson Bay.

The chairman of Marin's Human Rights Commission, Richard Sloan, recommended that the various groups affected by the laws governing Richardson Bay band together and not get divided into specific interest groups.

A commissioner who is also an attorney, Frances McIntyre, recommended the anchor-outs contact Public Advocates and get them to file a temporary restraining order and a lawsuit. She advised that the matter was a constitutional issue that needed to be brought up in federal rather than state court.

Other commissioners assured the anchor-outs that they could be confident the Human Rights Commission would support them. These were sweet words to a group that's been poked in the eye with a hot stick by all the other government agencies.

There was some limited good news at the December meeting of the Richardson Bay Regional Agency, too, where it was unanimously decided that the 30-day anchorage permits would be renewed as long as the boats complied with Agency guidelines. Among the guidelines is that vessels be able to pass an as yet unspecified navigation test.

In the bad news category was the fact that renewal of the 30-day anchorage permits merely postponed rather than overturned eventual eviction. In another matter, several other anchor-outs accused members of the Sausalito Police Department of cutting their dinghies loose when they were tied up at Dunphy Park.

The RBRA also proposed a whopping \$96,000 budget for the year to administer the Special Area Plan. Fortunately, Marin County has no poor, hungry or homeless on whom the money might have been better spent, for it gives the Agency the unprecedented opportunity to spend nearly \$100,000 a year to create a homeless problem.

# STRANGE ROUTES

I have always been fascinated with the strange routes by which sailors come to the sea. Some of us come voluntarily, seeking broader horizons and adventure. Some are driven by the need to escape the unpleasantness of land. And some — a minority it is hoped — are forced to sea by an inability to maintain the level of incivility that the crush of land requires.

For all of us, no matter whence came the push, the sea provides a haven. But the sea is especially important to those who, because they find themselves in endless, warlike contention with their fellows, escape their social failures by heading out where temper and intransigence find fewer targets and less opposition.

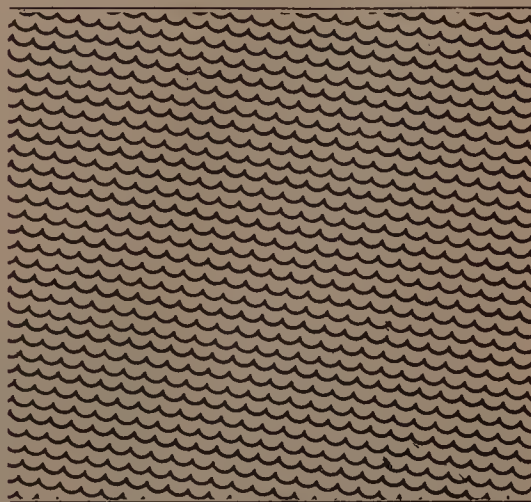
I met 'Mike' — not his real name — when he was pushing his recently-acquired boat along the southern coast of Turkey. The initial hint of an apparently flawed personality came during our first beer, when he described how he had responded with abuse to an alleged overcharge at a restaurant. Since Turkey is the cheapest place in the western world, I supposed that poor Mike had been unlucky enough to fall into one of the lovely country's few tourist traps. He had not. As I got to know Mike better, it became obvious that it was more likely the Turkish restaurateur, not Mike, who had ended up in the trap.

I asked Mike my usual question; how had he come to the sea? His fascinating tale was strangely disconnected, as if important details had been omitted or were considered not worth retelling.

Mike had retired from business at 50, too early an age for so driven a man. He hinted that his partner, in self defense, had either forced him to sell or bought him out of the business at a very good price. Mike was vague as to why he had left the business world — since his next move was right back into it via a piece of property he owned in one of those shoreline communities that are usually named after sharks or saints.

The residents of the little town upon which Mike descended were in the process of preventing rampant urbanization. They informed Mike that his property could not be built on; it was being reserved for park land and would be bought from him at a fair price. But their 'no' rankled him on principle. It didn't matter to Mike that his eventual benefit would far outweigh any profit he might earn from building on the land; the red flag of opposition had been waved. Unable to respond any other way, Mike went to war.

Eighteen months later my eventual sailing acquaintance emerged from the battle with a license to build. In the process, he had



helped destroy a development plan that had taken a decade of work. He had also "learned so much about politics and had made so much noise and commotion", that, in one of the more arcane accidents of American politics, he was elected mayor of the town.

One can only surmise the kind of difficulties he raised for constituents, who

But the sea is especially important to those who, because they find themselves in endless, warlike contention with their fellows

quickly came to realize that power had elevated his prickyness to nearly the level of abuse. Be that as it may, for Mike the term was nothing less than Hell. "Politics is a process," he explained, "where you only end up making everybody unhappy." Since politicians are generally known for their craven passion to please everyone, Mike, who as mayor ended up scratching his fingernails across the slates of everyone in town, was the screaming exception.

In Mike's defense, it must be said that his community was not a regular old middle-class American town. A well-known homolitic philosopher esconced on a boat lead the fight for the rights of liveaboards. And the homosexual community was just then beginning to feel its political oats and exercise its muscle. The old time residents of what had once been a sleepy fishing village were outraged by everything that was happening and were malignantly suspicious of all the strange folk who had rushed in and disturbed their familiar rhythms.

It was into this turmoil that Mike introduced his own special brand of preemptory intemperance. Things became so bad, Mike recalled with something approaching pride, that at one point his opponents were so outraged by his high-handedness that they put the rule of law behind them and in a Draconian gesture burned his partially-completed development. The people felt that the mayor had, to put the best face on it, used his political muscle to obtain the building variances necessary for the development to go forward. Mike didn't deny the accusation.

It was about this time that Mike decided that discretion was the better part of valor, and he hastily took to sea. For crew he signed on — some say seduced — a former friend's wife, a nice lady whose special pleasure seemed to be the abuse she received from Mike. Had he tied her to the mast and beat her with sail battens, it would have been kinder for her — and certainly easier on the sensibilities of visitors to their boat. As it was, the embarrassment that strangers felt in the presense of Mike's endless persecution of the mild creature was intense. After just a short time, recent acquaintances would fade away, exhausted by the effort to maintain stained smiles during

Mike's attacks on a lady who either could not or would not defend herself.

Mike's temper lay just beneath the surface — and would emerge, at the slightest confrontation, from behind a gritted teeth smile that fooled no one. To any sort of opposition, Mike tossed the unanswerable comment over his shoulder as he walked away: "Do what you gotta do". It was a comment that laid out Mike's apparent lack of concern for anyone else's position and a disinclination to even discuss it. You were left choking on your unuttered responses.

At sea Mike's temper could be freely exercised on a receptive mate too small and weak to fight back. At sea he was free of the inclination of exasperated colleagues to put the rule of law aside once more and attack him with pickax handles. Mike's run to sea was an intelligent decision, one he made just in time.

For the most part, the sea shielded Mike from the worst effects of his temper. But there came a time when even the sea seemed to have had enough of him. We had coasted along together for a few days and had come into a quiet cove at sundown. Mike invited me to raft alongside his boat, which I began to do.

It had become dark before I was through, and the testy winds of the Turkish coast chose just that moment to pipe up. Even in daylight calm rafting sailboats is a tricky business. I was not, in Mike's opinion, deft enough at the process. As it became clear that the maneuver was going badly, Mike's temper started to mount. He became incandescent at the effrontery of the wind and my inability in the building storm to respond to his shouted, insulting directions.

Finally, he reached his limit. Without a word he cast me off in the dark, to fend for myself on a close shore I didn't know. I managed to get an anchor down before going aground; from there I watched Mike's stern light disappear around the point and into the teeth of a building *meltemi*.

He had reached such a state of fury that he needed to make a gesture of total rejection — which in this instance meant abandoning me, no matter how uncomfortable the results for him. I imagine it was a process that he must have repeated compulsively and helplessly with others in his history of high dungeon. So off he went, around the tip of the breakwater into the nasty winds

... escape their  
social failures  
by heading out  
where temper and  
intransigence find  
fewer targets and  
less opposition.

and unpleasant seas. But he was ignominiously rejected by the very sea in which he'd sought his revenge on me, and soon returned.

This was a bitter pill for Mike. For not only did he have to run for shelter, but he had to share his shelter with me, whom I am certain he blamed for the wind — and perhaps with some logic, his difficulties. In order to placate

him, if only for his lady's sake, I called him on the VHF and offered to stand anchor watch for both of us so that he could get some sleep.

There was a long pause. Then he treated me and my offer to his bitter, disinterested "Do what you gotta do". He snapped off his radio in a gesture of total dismissal. I was left clutching a dead microphone and trying unsuccessfully to find a reason to excuse such churlishness.

The last time I saw Mike was in Marmaris, where yachts from all over the world line up chock-a-block for a mile along the quay. I had come in first and was able to save a few feet next to me for Mike, who wanted to tie up alongside. Boats at Marmaris tie up Med-style, which means you drop the bow anchor 100 feet out and back up into a sliver of a space — which is all there ever is along those crowded shores.

Mike sent his lady out to the bow to drop the anchor, but he had forgotten to tie the dinghy snug alongside. As a result, when he started to back down, the dinghy drifted forward and under the bows where his lady couldn't see it.

"Now!" bellowed Mike, giving the curt order to drop the anchor to his already terrified and bemused lady, "drop it now . . . fast . . . get it down, now!"

The lady did as she was ordered. The chain sang out of the locker pulled by a 60-lb plow — which didn't even hesitate as it dropped right through the bottom of the dinghy.

There was dead silence along the quay for a moment, as the shattered dinghy and its new outboard slipped beneath the surface on its way to the bottom 50 feet below. Then Mike's howls of abuse were heard along the quay by sailors of 100 nations. The lady cowered on the bowsprit, too intimidated to point out, as if that would have made any difference, that she had only done as he had screamingly ordered.

She was immediately banished from the boat, being sent home to America that very day. Lucky lady.

— reese palley

*Readers — Before retiring, Reese Palley owned noted art galleries across the United States, including one in the Frank Lloyd Wright Building on Maiden Lane in San Francisco. He purchased a Ted Brewer-designed, Taiwan-built, Oceanic 46 back in 1979 and has been cruising on it ever since. The boat, which has never seen her home port, is currently wintering in Cyprus.*



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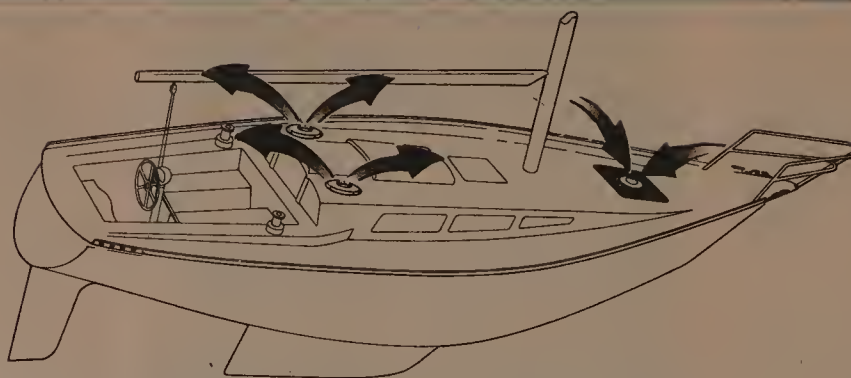
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# SGT. SCHULTZ' WILD RIDE

“It might have been a little crazy, but it sure was fun!” So said Dan Simmons, the gentleman driving the J/24, *Sgt. Schultz*, depicted in the photo on this page and the four photo sequence on the following two pages.

ALL PHOTOS BY LATITUDE 38

Nellie Ancel, a third year law student; Wayne Wilson; Mike Endicott, a former student; and Dana Simmons, Dan's 15-year-

Simmons reports that the J is a very controllable boat, and that on previous occasions he'd hit 10's and 11's with just himself and one other person on the critical spinnaker sheet.

*Sgt. Schultz' Berkeley/Metro surfing*



The occasion was December 12's howling BYC/MYCO Mid-Winter Race on the Berkeley Circle. The wind was snorting from the north, consistently over 30 knots with sustained gusts in excess of 40. Making the conditions even more challenging was the temperature; some said that the wind chill factor was close to freezing.

It's situations like this that cause even top crews to debate the wisdom of setting a kite. If you can carry the chute well you're certainly going to be faster than if you wing out a jib. On the other hand, trying to set the chute in such conditions greatly increases the chance for serious problems; less than a full hoist on the chute; a wrapped chute; repeated crashes; devastating round-downs; even the chance of mast, boom or rudder failure.

Very few of the hardy souls that decided to start the midwinter race on the 12th elected to set chutes. Some had good reason. Walt Wilson, on his Newport 30 *Wahope*, for example, just one week before had his mast jump out of his boat on a spinnaker run due to a spreader failure. Miraculously, he was on the course again six days later, but sailing the more conservative wing on wing.

When you think of balls-to-the-wall sailors, you normally think of sailmakers, riggers, boatbuilders — folks who live and play the sailing life. It was a surprise, therefore, for us to learn that *Sgt. Schultz'* crew was led by the boat's owner, the 41-year-old Simmons, a law professor from Davis. His gutsy inland crew are hardly grand prix veterans:

Jawohl! 'Sgt. Schultz' and Simmons' Heroes tearing up the Circle.

old daughter.

During a telephone interview, Simmons downplayed the courage it took to set:

“It was the kind of day that makes sailing worthwhile — an adventure!” Even his daughter Dana, on her second race ever, thought it was terrific.

Because the knotmeter was blocked from his vision, and because he had more important things to watch while driving, Simmons isn't sure how fast *Sgt. Schultz* was going. Ten's and 11's for sure, and we're willing to bet there was a burst to 14 or 15. Pretty hot stuff for a J/24.

The most exciting moment of the ride — at least for we spectators — was during a particularly explosive burst of speed when a solid wall of green water flew all the way back to the cockpit. The photograph on this page was taken a fraction of a second before it happened.

A former Excalibur National Champion in the 70's, Simmons bought the J/24 in 1980 and initially sailed in the top ten of the fleet until job and family commitments cut into his sailing time. He says that he's done lots of 11's and 12's in the J before, and that the midwinter race wasn't the first time he'd taken a wall of green water back to the cockpit. Usually he'd find such thrills off Pt. Blunt during a strong ebb while returning the boat to the East Bay after a Cityfront race.

streak was relatively uneventful, considering the speeds. The only problem was that the spinnaker guy overwrapped on the winch and the crew couldn't get it free. It was when helmsman Simmons took his eye off his driving to take a look at the winch that they had their only round-up, a relatively minor one.

The only other difficulty was deciding on how to trim the spinnaker sheet. Trimmer Endicott kept trying to keep a little luff curl on the chute, something you always want to do in more moderate conditions. But knowing that control was far more important than a fraction more speed, Simmons kept reminding Endicott to clamp the chute down by oversheeting it.

Simmons and crew obviously enjoyed their wild ride, perhaps to the point of having too much fun. In fact, it was so much fun that they continued surfing right past the point when they should have dropped the chute. When they finally did drop they had to head way up to round the next mark.

As we said before, Simmons has pretty much been out of sailing the last few years. First he had a job in Washington, D.C., then he got involved with soccer through his children. But things are changing. He's ordered a new set of sails and is looking for racing crew interested in the kind of sailing adventure seen on these three pages.

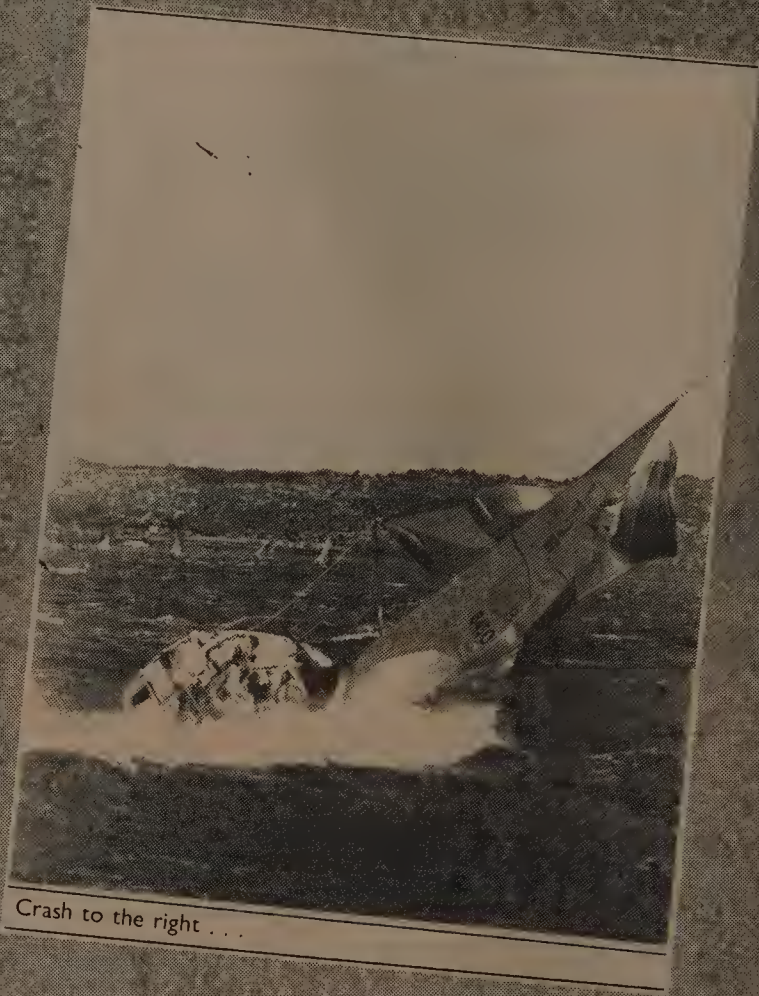
*Latitude* salutes Dan, Nellie, Wayne, Dana and Mike — for 'going for it' — as well as the other 'setters' on December 12.

— latitude 38

# SGT. SCHULTZ'



Lean to the left . . .



Crash to the right . . .





Sheet in, sheet out. Fight! Fight! Fight!



# SEX

It was a dark and sultry tropical night. The warm breeze was seductive as the ocean undulated softly beneath them. Her magnificent body, stretched languorously over the length of the cockpit cushions, shimmered in the pale glow of the new



Demetri and friend. Love isn't always expressed by sex when on a passage.

moon. He, young and virile, stood tall at the wheel just an arm's reach from her. His heart was filled with longing and anticipation. He smiled when the clock climatically struck four bells; finally his powerful biological needs would be fulfilled.

"Jenny," he whispered softly while caressing her arm, "Wake up, honey, it's your watch, I've got to go below and get some sleep. Wake me in three hours."

ZZZZZZZZZZ. ZZZZ. ZZZZZZZZZZZZ.

Wait a minute!!! Isn't something wrong here? What happened to the juicy love scene?

These are good questions.

been in years. The muscles and tone are accentuated by skimpy swimsuits — when nudity isn't the order of the day. It's hard to decide which is more romantic; the beautiful sunsets or the star-studded sky. And nobody has to be at the office early the next morning.

Is romance at sea just another fantasy of non-sailors who assume that bluewater sailors anchor mid-ocean each night? Or — as some sailors have told us — is being at sea the all-time aphrodisiac, far more effective than a magnum of chilled champagne and a bucket of raw oysters?

A friend of ours, a lovely blonde California girl, met a blue-eyed, fair-haired handsome sailor last year at the Cafe Trieste in Sausalito. After two *Cafe Grands*, they became inseparable lovers. They both also shared a love for the sea, each having had many ocean miles of cruising experience. So they sailed off into the sunset, with Auckland, New Zealand their destination. It sounds romantic.

Well, the California girl reports that during their 89-day passage the lovers shared but a single romantic interlude. And that one was interrupted by a freighter's horn!

"We hardly saw each other," she explained. "We would make 'dates' just to have dinner together." They were so busy tending to the boat and standing their respective watches that they found little time for love-making.

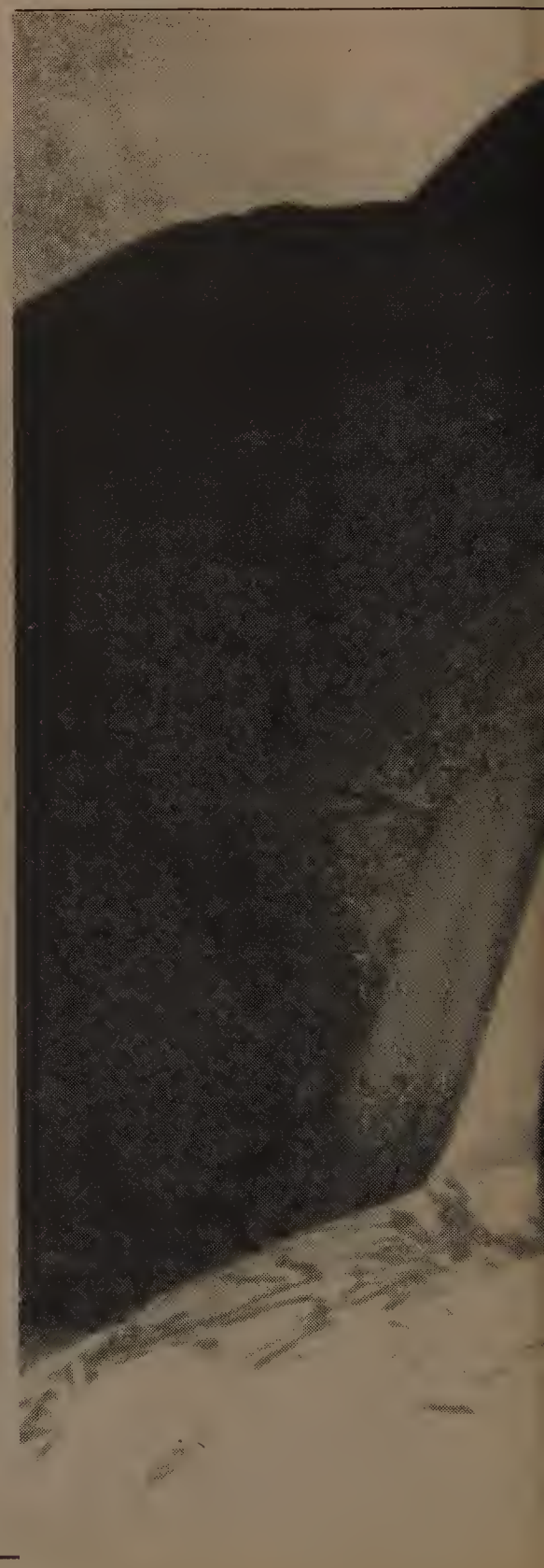
Nor did they feel much inclination. "When we did have dinner together, we discussed things like how much toilet paper the other was using."

Our friend has decided that the sea is like a jealous lover, demanding all of your attention and unforgiving if you should cheat and go astray.

Edna Spencer and her husband of 25 years have just finished sailing their 42-ft

not terribly conducive to romance," says Edna. "What you end up wishing for more than anything else is three good hours of sleep."

Fatigue has a way of taking over the mind and body at sea. And you don't have to be Masters or Johnson to know that fatigue is rarely a prelude to passion. But there are others factors that come into play, too.



During the 89-day passage, they shared but one romantic interlude.

Everybody assumes that there's plenty of romantic sex while sailing the deep blue ocean. After all, the yacht is large and comfortable, and usually it's just a couple alone. There's plenty of sunshine and warmth, and both their bodies are firmer than they've

ferro ketch, *Water Color*, back from Mexico. This was their second cruise aboard their home-built ketch. In 1977-79, the Spencer's cruised to Hawaii and back with teenage daughters Karla and Danette.

"I have to agree that passage-making is

ALL PHOTOS BY TERESE PENCAK SCHWARTZ

One rather salty-looking character who spent two years cruising Mexico and French Polynesia with his lover, an enthusiastic dark-haired lady, believes that being at sea alters your metabolism, appetite and other body functions. Thus just as your desire for certain foods change, so does your appetite for sex.

He further stated the belief that any lady

who feared unwanted amorous attacks would probably be safer on a boat sailing to the Channel Islands than almost any other kind of weekend date.

Joy Reynolds and her now deceased husband, Teddy, shared many of their 14 years

Christopher Bruno and Cathy Carson; foreplay in the forepeak can be lots of laughs.

of marriage sailing and cruising their Bristol 33, *Enjoyu*. Last November, while in Cabo on the first leg of their next cruising adventure, Teddy became gravely ill. They returned home to Redondo Beach where Teddy passed away last April. Joy currently lives aboard another boat in Redondo Beach and was forthright about romance on the ocean. She feels that being out at sea with your man is very romantic, but not necessarily in the carnal sense.

"There's a very, very special closeness



# SEX

when you share a passage," she says. "Teddy and I became much closer on passages. Physical romance was replaced by



While difficult for couples, meaningful sex is impossible for singlehandlers. It can make them climb the luff.

the sharing of sunsets, star shots and an overall sharing of spirit and soul."

"Overall, the physical aspect of romance is put aside. I'm not saying always," Joy said with a telling smile, "but usually we would have to wait. Non-skid is terrible on a man's knees!"

But the more risk involved, the hairier the passage, the closer they became, Joy remembers.

It's interesting how the element of fear affects the physical aspect of love at sea. For most sailors, and seemingly all women, even

mild apprehension diverts attention to the boat's needs and away from their own pleasureable desires.

Yet for a few sailors, mostly men, the element of fear can create a heightened awareness of the senses and extra sexual excitement. Of course, if anyone is really terrified, they may just reach out to the person closest to them to "do it" one last time.

We're not sure which type of fear motivated Frank Johnson, a 37-year-old electronics engineer, when he had to ride out a hurricane in the Gulf of Mexico with his girlfriend. They had been out for a three-day cruise off the coast of Pensacola on an Islander 32 when they got caught by hurricane *Elena*. Johnson first took care of the boat by striking all sail and setting a sea anchor. When he was certain there was nothing else that could be done to assure the safety of the boat and his crew, he and his

girlfriend went below.

Frank says they decided to wait the hurricane out in the v-berth, which they lined with cushions to soften the pounding they were taking from the seas. It must have been the familiar rhythmic bouncing and banging, for after awhile Frank's thoughts turned amorous. "I knew there was nothing else we could do," he remembers, "and it would sure make the time go faster."

Unfortunately for him, his girlfriend didn't feel the same. As a matter of fact, when they returned safely to shore she told Johnson, "I hate the boat, I hate sailing, and most of all I hate you."

Fear in captains manifests itself in various types of behavior. Kitty Quick and her husband, George, have been cruising together

Sex at sea sounds great, but it's not a reality for everyone.



ever since they met 20 years ago on the Great Barrier Reef. They have sailed all through the Indian Ocean and recently delivered their home-built and designed 83-ft ketch, *Valiente*, from New Zealand to Los Angeles. Kitty says they've been through their share of storms and rough seas.

She feels that being out to sea together can really strengthen a relationship — but that it depends a lot on how the skipper handles adversity. Fear, she believes, can bring out the worst in a man on a boat.

"If the skipper doesn't feel completely sure of himself, he may take it out on the first mate," she contends. A lot of women would agree with her. "Rather than appear uncertain of what he is doing, the captain will become tyrannical. The more frightened he becomes, the more tyrannical he'll become."

Of course, there are cultural considerations. A Basque captain in the Caribbean



What went wrong? It could have been a lot of things, but Gunther thinks some of it can be attributed to the boat and the cruising

noted for issuing curt orders to his female crew simply could not understand when friends asked why he couldn't preface or punctuate commands with a "please".

"What is this please?" he would ask, angry and dumbfounded. "A captain gives orders and the crew obeys. There is no 'please', no 'thank you'!" In all fairness, when this man was crew he would unhesitatingly walk through bulkheads if so ordered by his captain or *patron*.

**R**olf Gunther agrees that perhaps apprehension and anxiety at sea may have played a part in the break-up of his 11-year relationship with a lady.

Gunther, tall and healthy-looking, sailed off into the sunset on his Westsail 32 with his lady love in 1980. They were headed from Marina del Rey to Mexico, then across the

Sherry and Jim, about to take off for Mexico on 'Dolphin' who'll be doing research on the subject.

lifestyle. He acknowledges that there were other factors, but says that his girlfriend was no stranger to adventurous living. They had spent one year travelling in a small camper throughout South America and gotten along beautifully. But things were different on the boat. For one thing their sex life, which had been very good on land, went to pot at sea.

"It just went off. It was strange, because we would often be nude. We still hugged. I'd pat her on the ass, but no sex," he recalls.

Gunther says they nonetheless still loved each other very much. "I would have given my life for her if she had fallen overboard," he insists, "but we just became otherwise preoccupied. Sex just wasn't there."

He thinks that fear, his fear, had a lot to do with his irritability and celibacy. "I'd never

For a few sailors, fear can  
create extra sexual excitement.

Pacific to Polynesia and New Zealand. But in Bora Bora his lady, his love of 11 years, bid him farewell. He says he can still recall her sweet parting words:

"There's more to life than watching seagulls shit on your boat."

done anything like that before — sailed across an ocean. It was new to me. I became irritated and perhaps I didn't treat her right. I was pretty rough on her."

A skipper's sense of responsibility also seems to play a large part in what appears to

# SEX

be widespread celibacy at sea. Charterboat owner and skipper, Josh Pryor, captain of the San Francisco-based yacht *Ruby*, says



Calm water charter vacations, such as in the Virgin Islands, are much more conducive to getting physical than are long passages.

his thoughts become much more serious while at sea.

"Sure it's romantic, especially during a night sail, to have a lady sitting next to me at the wheel," he admits. "But as a professional captain, my concern is with the safety of my passengers and crew."

Pryor goes on to say that some romantic thoughts may cross his mind, but they have a low priority, especially when he's offshore. He feels he becomes more conscientious when skippering a boat and that it has a dampening effect on his libido.

"Not that I haven't indulged," he confesses, "but I prefer a hotel." Josh adds jokingly, "But if safe sex is a concern, doing it in foul weather gear has to be the ultimate in protection."

Of course, not all skippers are as conscientious. There have been two famous cases on San Francisco Bay where the skipper and crew got too passionate to pay sufficient attention to navigation. One boat slammed into a docked cruise ship, another plowed into the old tire breakwater at Pier 39. Fortunately, nobody was killed by love.

nothing more than a good topic of conversation? Apparently it's not necessarily the case. Some men and women feel that being together at sea is an all-time high. They say that love-making and passage-making were as natural as sunrises and sunsets — and many times more erotic.

"It's like anything else," said one long-time sailor, "what some people see as obstacles, others see as opportunities. Good taste keeps me from being too specific, but the average yacht interior is a sensualist's playground. You don't need much imagination to visualize all the dynamic new places and positions in which to express your deepest feelings. Even those who limit themselves to the missionary position have new places and angles to look forward to. If the couple is sailing to weather in a moderate seaway and feeling tired, they can simply engage while in the padded comfort of the forepeak and hang on — the motion of the

ocean takes care of the rest."

As he talked, this particular sailor warmed to his subject. "As for the confirmed sensualist, the new variations are endless; companionway ladders, little pilot berths, foredecks beneath the mantle of the stars — hand rails inside the cabin, for god's sake, a yacht is a jungle gym of opportunity for those with an acrobatic inclination."

"Like all things in life," he cautioned, "you get out of it what you're selflessly willing to put in. Yes, there's always spontaneous sex between passionate people, but for couples willing to make the effort, it can be so much more. Experienced sailors don't get as fatigued; as such they have the opportunity to do little endearing things for their mates. Surprise them with their favorite snacks, leave explicit declarations of love on the

Some passage-makers hove-to during long crossings to get re-acquainted.



So is that it? Romance and sex at sea

compass, be meticulous about personal grooming, plan mid-passage surprise 'holidays'."

"Few women are sailors by choice, so frequently they mirror the mood and demeanor of the captain. If he's anxious about his boat, uncertain of his position, preoccupied with the weather, and dying to make port, who could possibly fault his mate for becoming reserved? Ocean passages should be a celebration, leisurely voyages through nature at her finest. My rule is to hove to every four or five days for about half a day, especially if the sea is pretty calm. You take showers, dress up a little, have a cocktail or two while preparing a special dinner, and then feast by candlelight. Women," the man with many thousands of ocean miles concluded, "are invariably in the mood by that time."

A while back Mike Berold found himself in Southern Portugal looking for crew to help sail his 28-ft Buccaneer trimaran. *Bluebird*,

across the Atlantic. Responding to an ad at the Villa Moura Marina, he met a young Dutch girl. Together they sailed from the coast of Portugal to the Canary Islands, then crossed the Atlantic before making landfall a month later at Antigua. Mike says being romantic came naturally to both of them.

"We made love every morning," he said matter-of-factly, "while the windvane steered." It was warm and tropical during the Atlantic crossing, even though they had strong following winds. Because of the minimal traffic on Columbus' old path, only night watches were necessary. During the day they had plenty of time on their hands and romance blossomed.

Berold feels that the longer the passage, the more quickly you fall into a routine. Almost everyone agrees that it takes two or three days to acclimate at sea.

Frank Johnson agrees that some kind of autopilot increases the possibility of sex at sea, but says that short passages can also be conducive to love-making. He recalls one romantic summer cruise in the San Juan Islands with a lady and her four-year-old son aboard his Cascade 36, *Tempest Dancer*.

"Everyday when the kid went down for his nap, our clothes would come off and we'd go to it in the cockpit," Johnson remembers. And this was before he'd purchased an autopilot. He says the love-making would invariably put them off course, but they'd still put in good runs each day.

Another sailor that isn't about to let autopilots or children interfere with his needs is Paul Mugleston, an Aussie sailor now living in Marina del Rey. "Sex is an integral part of my life," he announced in no uncertain terms. "It doesn't matter whether I'm at sea or not, I have sex when I want it."

George Quick, who has been cruising 35 years, says owning a boat is good for a man's sex life. In fact, he figures that one of the big reasons men buy boats is because they attract women.



"Fear heightens my sexuality," says Auckland's Cathy.

your schedule somehow.

Quick remembers one notorious fellow in Hawaii, who shall go unnamed, who was always picking up girls with his boat. And he didn't even know how to sail. The owner of an appropriately-named 36-footer, the 'fellow once placed an ad in the paper looking for experienced female crew. George figures the guy must have interviewed 200 women. One wonders why the fellow even bothered to leave the dock, but he did, with five female crew. Unfortunately, we were unable to contact the gentleman to find out how his sex life was on that trip.

A woman's attraction for men with boats is normal. On the superficial level, most women perceive a man with a boat as a man

The average yacht interior is a sensualist's playground.

"It's the best way to meet girls. It's better than a sports car. I used to do it all the time," George confesses, "before I was married, of course." He says he's always had a female mate because if cruising is your whole life you've got to incorporate love-making into

with money. The bigger the boat, the more money. On a deeper level, not as many women have the financial wherewithal — and perhaps confidence in their mechanical ability — to feel comfortable cruising their own boat. So usually if a women wants to go

# SEX AT SEA?

cruising, she finds a man to do it with. Nine times out of ten, she'll choose a captain that she feels attracted to.

Charterboat captain Pryor has a lot of women guests come aboard his boat. Because he's the skipper he's at the center of attention. "Women enjoy flirting with the captain," he says.

Women do see captains as being in a position of power. After all, they are in control, they command respect, and they give orders. Perhaps because it's an unfamiliar environment to them, many women tend to become dependent and submissive — as most men are in a nursery.

"It's exciting to watch a knowledgeable and experienced skipper's prowess on a boat," admits Cathy Veninga, a pretty redhead from Auckland. "Sailing with such a man heightens my sexual experience with him." A skipper naturally has a chance to show off his masculine skills more on a boat than in a bank.

Even though Cathy has only been sailing a few years, she loves the sport as well as the men who participate. Two years ago she made a very rapid cruise from Los Angeles to Cabo with her lover on a small, light boat. She says she was 'turned-on' the entire time.

"Even when we couldn't consummate it," she says, "I still felt the excitement and stimulation."

It's Cathy's observation that she changes on a boat — but unlike the women previously interviewed — not for the less passionate. In addition to feeling more sexually aroused, she also becomes more mellow as well as less aggressive and less self-centered. The rougher the weather, she adds, the more turned on she becomes.

"Fear heightens my sexuality," she claims, "but only when I have complete confidence the skipper knows what he's doing."

No, we're not giving out her telephone number.

It's not just captains, however, who are the object of women's attention on boats. Mike, a husky young French-Canadian football player who spent some time on *Big O*, *Latitude's* charterboat in the Caribbean, often had to fend off the advances of female guests while working as crew on a 65-ft trimaran in the British Virgin Islands.

Of course, conditions are especially ripe for romance and sex in that part of the world. Guests have confidence in the tanned and muscular professional crews; there are no long passages; the waters are sheltered; the tropical air is warm and fragrant — and rum is just 99 cents a quart at Woolworth's in



Ever try it in saltwater? Folks who do discover there are better lubricants.

St. Thomas. Without fear, fatigue, frigid temperatures or long passages to cool ardor, sex is a popular pastime all over the Caribbean.

One skipper who knows what he's doing on boats and has earned the respect of the men and women he's sailed with is Warwick Tompkins. But 'Commodore', as he's known to his friends, is no ordinary sailor. Ocean sailing is what he's been doing since he was brought aboard the 85-ft pilot schooner, *Wanderbird*, when he was two weeks old.

Having rounded Cape Horn on the private yacht when he was four years old, Commodore has gone on to make 13 Atlantic crossings, seven TransPac's, and six Bermuda and Tahiti races. Last April he took

first place in the Melbourne to Osaka Doublehanded Race, defeating 64 other entries with the Farr 52, *Nakiri Daio*.

Perhaps it's because this man is so comfortable at sea that some of his female sailing mates have found him so attractive or intriguing. When they see the skipper at ease in all conditions, the women can relax and feel at ease, enjoying the oceanic aphrodisia that more tense mates can only fantasize about.

"Sharing a passage together with a woman," Commodore explains, "can be a very powerful and moving experience for both a man and a woman. Some of the strongest feelings I've had for the opposite sex have been at sea."

Commodore feels that men and women were obviously designed for each other, but certain things occur on a passage that can bring out the best in a man — and a woman. The man, especially if he is the skipper, seems to take on certain characteristics.

"As the skipper of a boat, especially on a long or tricky passage, a man becomes imbued with extremely attractive qualities to the opposite sex. He gains stature, appears taller and seems to possess 'secret' knowledge," says Commodore.

The change a woman undergoes is different, he feels. Having left the constraints of civilization behind, she feels more dependent on the man responsible for her safety, perhaps more free and willing to let herself get involved with the master of the vessel.

Then, too, Commodore feels that circumstances come into play that encourage a closeness. When the sun is shining, clothes are replaced by bikinis or minimal clothing. If a rain squall happens by, nothing is more natural than to strip and shower together on the foredeck. If there is danger, there is sharing, too. Surviving a difficult experience together often brings two people very close together.

"Sailing at sea, under the dome of the sky, can be a powerful bonding experience," Commodore concludes.

Well, there you have it. For some sailors ocean sailing is powerfully stimulating, for others it's as erotic as a root canal. Sailing experience and conditions do count. It may not be everything you ever wanted to know about sex at sea, but at least it's a start. There's certainly been far too little written about the subject; we'd be delighted if you'd like to share your thoughts.

— **terese pencak schwartz**

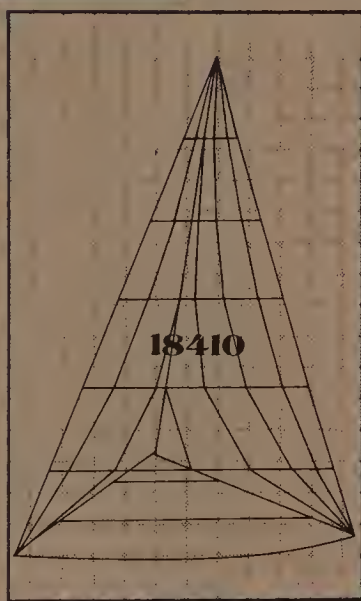
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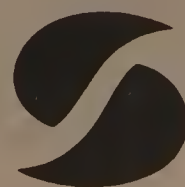
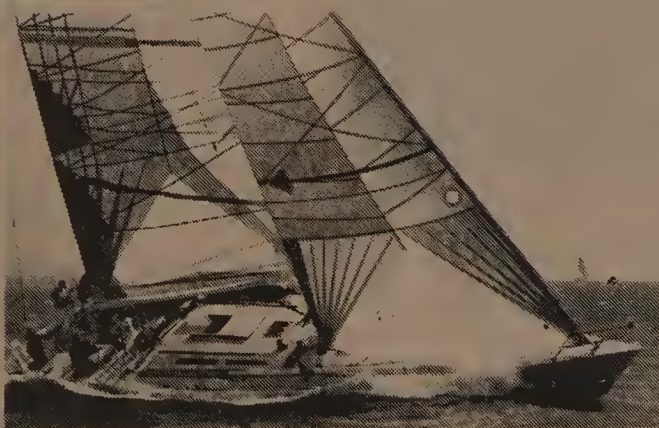
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IN MOSCONE HALL AND ASK  
ABOUT OUR BOAT SHOW SPECIAL**

# RADIO

A salty satire in two acts about events that occurred in the Caribbean, in which the radio procedures are real as well . . .

Cast of vessels:

*Xanadu*, a Morgan 46.

*Poodle Too*, a CSY 44.

*Yueh Tzing* (pronounced "teas-ing"), a Peterson 44.

*Clam Chowder*, an Endeavor 40.

*Sagenart*, a Coast Guard Cutter.

## Act I

*Xanadu*: *Yueh Tzing*, *Yueh Tzing*, *Yueh Tzing*. This is *Xanadu*, Whiskey Zulu 1234 . . . Over.

*Yueh Tzing*: *Xanadu*, this is *Tzing*, Whiskey Tango 4321 . . . Go ahead.

*Xanadu*: Request you switch to channel six-eight for traffic. I'll call . . . Over.

*Yueh Tzing*; Wilco, *Xanadu*. This is *Tzing*, Whiskey Tango 4321 . . . Clear.

*Xanadu* (on 68): *Tzing*, this is *Xanadu*. How copy? . . . Over.

*Yueh Tzing*: Four by four . . . Over.

*Xanadu*: That's a piece of lumber, *Tzing*. You mean "five by five", indicating a high meter reading, but, Criminy, just say "loud and clear".

*Poodle Too*: Oh M'God! Our painter! . . . Roger . . . Oooops, I meant "over" . . . Over!

*Xanadu*: Identify! Who's that? Who's Roger? Over!

*Poodle Too*: *Poodle Too* . . . Our dinghy painter got sucked up in the prop! . . . Over.

*Yueh Tzing*: That's awwwfulllll! . . . Who was he? Roger? . . . Over.

*Xanadu*: It had been a useful, happy rope, I'd surmise. What happened to the dink? Over.

*Poodle Too*: It submerged. Went down like a submarine. Whoosh! Never saw anything like it . . . ever . . . Over.

*Xanadu*: I bet it's two-blocked to the prop tighter than a cow's ass in fly season. Over.

*Poodle Too*: Are you teas-ing? Over.

*Yueh Tzing*: Affirmative. Over.

*Poodle Too*: *Xanadu*, why can't you be serious for once? *Xanadu*,

"... our dinghy painter got  
sucked up in the prop! ..."

is that you? Over.

*Xanadu*: Negative. But at this point that's immaterial. Over.

*Poodle Too*: Huh? . . . Say again . . . Over.

*Xanadu*: Immaterial! I spell: India . . . Mike . . . Mike . . . Alfa . . . Tango . . . Echo . . . Romeo . . . India . . . Laima . . . No, make that Leema . . . as in Peru . . . Over.

*Poodle Too*: Peru? . . . Papa . . . Echo . . . Romeo . . . Uniform . . . That Peru? Over.

*Xanadu*: Hang it in your ashtray! . . . Out.

*Yueh Tzing*: *Poodle*, this is *Tzing*. You'll have to get a diver with a sharp knife to cut that line out of the prop. Can't "One with the Sea" do it . . . Your Figurehead?

*Poodle Too*: Skipper? No, he's on his back with a leg in the air. He stepped on a black nasty . . . a sea urchin. We fill him up with rum

but don't know what else to do . . . Over.

*Yueh Tzing*: I'll call Rosie aboard *Clam Chowder*. She's a nurse. This is *Tzing* on six-eight, switching to six-teen . . . Out.

(on 16): *Clam Chowder*, *Clam Chowder*, *Clam Chowder*. This is *Yueh Tzing*, Whiskey Mango . . . uh, scratch that, uh, exotic fruit, isn't it? . . . Jeez . . . Where am I . . . Over.

*Sagenart*: Steady, Ratchet Jaw . . . and this is an open channel. Get off the air, please. This is Coast Guard Radio . . . Out.

*Clam Chowder*: This is *Clam Chowder*, Whiskey Uniform 5678. I copy you, *Tzing* . . . Over.

*Yueh Tzing*: Please switch to six-eight for traffic . . . This is *Yueh Tzing*, Whiskey . . . ah . . . Tango 4321. Out. . . and, oh, *Clam Chowder*, you call this time.

*Clam Chowder*: Shoot . . . Over.

(on 68)

*Yueh Tzing*: My meter's got you five by five, *Chowder*. Say, *Poodle's* figurehead, you know, the dude they call "Sea", well, he came aboard with a sea urchin stuck to his foot. What treatment does Rosie recommend? Over.

*Clam Chowder*: Wait one (pause) . . . Uh, *Tzing*, she says to soak the foot in urine. Over.

*Yueh Tzing*: Say again . . . Over.

*Clam Chowder*: Soak the foot in urine. I spell as follows . . . Oh, never mind! Just piss on it! Rosie says it's the only cure. A few more beers and Rosie will do the job herself. Over.

*Yueh Tzing*: Urine, you say? Any special kind or type? Acidic or alkaline? A-positive? O-negative?

*Sagenart*: Break! Break! This is Coast Guard Radio. That's blood, you idiot! Out.

*Clam Chowder*: I hear you, *Tzing* . . . uh . . . Rosie says Type O-Positive Alkaline acquired from virgin mountain goats above four thousand feet. Over.

*Yueh Tzing*: That specialized, huh! Could be hard to get. Over.

*Sagenart*: *Clam Chowder*, you're nuts! And *Tzing*, you are the most gullible bucket mouth we've heard this year. What's your position? Over.

*Xanadu*: Not very good, I'd say . . . Over.

*Yueh Tzing*: One point two miles off Rocky Point bearing zero three four degrees magnetic. Why?

*Sagenart*: Really, now. That was succinctly said, *Tzing*. We're on our way and you'd better be there! And tell *Chowder* to join you. We'll rendezvous and both of you will bring your VHF sets topside for services. Over.

*Clam Chowder*: Services, sir? or service? Over.

*Sagenart*: Negative "service", affirmative "services"! Burial services! We want to watch you deep six your sets. This is Coast Guard Radio out on six-eight, switching to six-teen. Clear.

## Intermission

## Act II

It is 9030 hours on a quiet, steamy Sunday morning at Cane Garden Bay, Tortola Island in the British Virgins. *Yueh Tzing*, *Clam Chowder*, *Poodle Too* and *Xanadu* tug gently at anchors. Only their hulls and masts are visible as each vessel is completely shrouded in laundry pinned to the lifelines, main and jib sheets, and halyards.

An adolescent, indecisive hurricane to the ESE senses their presence, acquires purpose and, gaining speed, spirals gleefully toward them.

*Sagenart*: Security (pronounced *Securitay*), Security, Security. This is Coast Guard Radio. There is a tropical depression ESE of the Virgin Islands. Its position at 0600 this morning was Latitude 17° 32.5' N. and Longitude 61° 13.5' W. Winds at center are estimated at 85 knots and the system is moving northwesterly at 20 knots. Switch to channel six for more reports. Security. Security. Security. Coast Guard Radio. Out.

*Yueh Tzing*: *Xanadu*, *Xanadu*, *Xanadu*. This is *Tzing*. Wow! Did you copy that? Over.

*Xanadu*: *Tzing*. This is *Xanadu*. Go to six-eight. I'll call. Clear on six-teen.

(on 68): *Tzing*, this is *Xanadu*. Over.

*Yueh Tzing*: *Xanadu*, got all your oars in the water? We don't want to stay at Cane Garden. Exposed to the west. Over.

*Xanadu*: Roger that, *Tzing*. Soper's Hole is the nearest good harbor, but it too is exposed to the west. Hurricane Hole at the east end of St. Johns, though farther away, is optimum, I'd say. If we do drag anchors, we've got a nice cushion of mangrove roots to keep us off the beach. Over.

*Yueh Tzing*: Let's go for it. Reefed main and three-quarter jib for the reach down to Soper's. Motorsail hard on the wind to St. Johns. Seas will be big in Drake Channel. You tell *Poodle*, and I'll buzz by *Chowder*. Out.

(Hours later the valiant radio operators are motorsailing hard to weather in Francis Drake Channel between Tortola and St. Johns. Wind, east by south at 35-40 knots. Steep, cresting seas average about eight feet, and spume whips off the wave tops in foamy sheets. Close, dirty-gray cloud cover reminiscent of Los Angeles smog.)

*Poodle Too* (on 16): Mayday . . . Mayday . . . Mayday. This is *Poodle Too*, Whiskey Uniform 5678. Anybody there? Over.

*Sagenart*: We're here, *Poodle*, baby, we're here. What is the nature of your distress? This is Coast Guard Radio. Over.

*Poodle Too*: We can't see . . . Over.

*Sagenart*: Are you under water? Over.

*Poodle Too*: Negative. But there's so much spray coming over the bows that we can't see where we're going . . . can't see the compass . . . Can't see Rosie's international orange bikini! . . . Over.

*Sagenart*: Suggest you wear face masks and snorkles. And, look . . . do not . . . repeat . . . do not use "Mayday" unless your danger is real and immediate! Got it? Over.

*Xanadu*: Distress, Coast Guard Radio, like beauty, is relative, subjective, and judgmental, is it not? Over.

*Sagenart*: Save that bilgewater for the hurricane, Ratchet Jaw. Coast Guard Radio out.

*Clam Chowder*: *Poodle*, *Poodle*, *Poodle*. There are frogmen and frog ladies loose on your deck. Switch to 68 and let us know about it. Out.

*Sagenart*: They actually put the masks on!

*Poodle Too*: Will comply, *Chowder*. This is *Poodle Too*, Whiskey Uniform 5678 clear on 16, switching to 68. Out.

(on 68): *Chowder*, this is *Poodle* . . . We can see better with the masks on. That Coast Guard chap is a real sailor, isn't he? But the tubes fill up with water . . . Anyhow, when we round the east end of

Johns, we'll need to jibe the mainsails, and that worries me in this sea. Over.

*Clam Chowder*: I copy that, *Poodle*. Well, we're together, right? Back in L.A. we said that we'd sink, swim, reef, drag anchors, and party together, right? So we'll jibe mainsails together . . . a time collective jibe Kreeeeegaw!! . . . Over.

*Xanadu*: *Xanadu* likes the idea. Over.

*Yueh Tzing*: *Tzing* will wilco . . . Over.

*Sagenart*: That's redundant, *Tzing* . . . but, really, a collective jibe. That'll fix you . . . to the bottom, we bet. Out.

*Xanadu*: Coast Guard, doesn't the FCC have a regulation about being mean in the air? *Xanadu* clear.

(An hour passes, and it is now 1435. Wind ESE at 55 knots. Seas

... went down like a  
submarine. Whoosh!"

huge and furious, breaking wildly on the shoals of a lee shore. In visibility of about 500 yards, the fleet tears along this lee shore on a reach, the wind about a point ahead of the port beam. DR speed is 8.3 knots.)

*Yueh Tzing* (on 16): Pucker Time!

*Poodle Too*: Yeah, but let's jibe on 68. No sense in telling the world about it. *Poodle* clear.

*Sagenart*: Coast Guard Radio going to 68. Wouldn't miss this for all the rum in the Caribbean. Out.

*Xanadu* (on 68): This is *Xanadu* . . . Ready to jibe! . . . Jibe Ho!

*Yueh Tzing*: Jibe Ho!

*Poodle Too*: Geronimo!

*Clam Chowder*: Kreeeeegawwww!

*Sagenart*: Kreeeeegaw?

(Several minutes pass. Eight minutes and seven seconds according to Coast Guard records. Coast Guard Radio finally breaks silence.)

*Sagenart*: *Xanadu*? . . . *Chowder*? . . . You okay?

*Xanadu*: I copy you garbled. Over.

*Poodle Too*: I hear you garbled as well, but I think that's because our radio swallowed a gallon of sea water . . . whew! . . . the ultimate jibe! . . . over.

*Sagenart*: What is your . . . ah . . . position? Over.

*Xanadu*: Quite good . . . considering . . . after the JIBE, we . . . uh . . . got our mainsheets tangled somehow . . . and sort of sailed . . . or rather kind of drifted into Hurricane Hole . . . going about 6 knots . . . all together, you know, in a fleet, and, ah, missed a few anchored yachts and sailed into a bank of mangrove trees. The wind . . . about 70 knots now . . . has us pinned, heeled over, against the trees. Perfectly safe, I'd say. Over.

*Sagenart*: Uh, *Xanadu* . . . and the rest of you clowns, believe it when we say that we're glad you're safe and all, but also believe it that when this blow is over we will board you and alter your sets so that you will transmit at only a third watt of power, one-third. Over.

*Poodle Too*: Why? Over.

*Sagenart*: To protect the minds and sensibilities of the Caribbean from your insidious radio transmissions. Over.

*Yueh Tzing*: What about emergencies? Over.

*Sagenart*: We'll be close by. Call it "duty". Over.

*Xanadu*: Would you like to meet Rosie? Over.

*Sagenart*: (sighing) Yes, *Xanadu*, we'd like that . . . Clear on sixteen.

— END —

# 1988 CREW LIST

**H**ey sailor, want a good time? The last time a sweet young thing asked us that we were in the Navy. The ensuing night was a debacle of alcohol, sleezy bars and seedy hotels. But as far as we can recall, no good times, at least by definition of

the Bay once in awhile. In the past seven years, this advertising supplement has helped lots of people get out on the water

who otherwise might not have. Most feedback we get also tells of new friends made, and a few letters have thanked us for being instrumental in "the cruising adventure of a lifetime". We even know of a marriage or two that has resulted from a Crew List match.

**H**ere's how it works. Simply fill out the application that best fits your needs — legibly, please — and send it in with our small advertising fee. In the March (for racers) and April (for cruisers, charterers and daysailors) issues, we print your name, phone number and a set of code numbers indicating needs, wants and, where applicable, experience levels. Then it's up to you. If you're looking to crew on a racing boat, for example, you would peruse the listing of boat owners in the March issue, calling those whose criteria came closest to your own. Ideally, of course, many of those same owners would also be contacting you.

The fees are minimal — \$5 for those look-

## I AM / WE ARE LOOKING FOR CREW TO RACE ON MY / OUR BOAT

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_  
AGE: \_\_\_\_\_  
PHONE NUMBER OR ADDRESS: \_\_\_\_\_  
MY/OUR BOAT IS A: \_\_\_\_\_

### I/WE PLAN TO RACE

- |                |                               |
|----------------|-------------------------------|
| 1) _____ Bay   | 4) _____ 1988 TransPac        |
| 2) _____ Ocean | 5) _____ Mexican Races        |
| 3) _____ MORA  | 6) _____ Catalina Race (July) |

### I/WE WANT CREW

- 1) \_\_\_\_\_ That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared silly.
- 2) \_\_\_\_\_ With at least a full season racing experience.
- 3) \_\_\_\_\_ With over 3 years experience.

### I/WE RACE

- 1) \_\_\_\_\_ Beer cans casually for relaxation.
- 2) \_\_\_\_\_ Pretty seriously. Why else make the effort?
- 3) \_\_\_\_\_ Very seriously. I don't like to lose.

someone who hadn't even seen a live female for two months. We woke up wiser the next morning, and poorer. Missing were our white hat, one shoe, all our money and any idea of where we were or how to get back to the ship. So went our first day of R&R in Hong Kong.

Be that as it may, *Latitude 38's* version of the question offers good time satisfaction of a more wholesome sort: sailing! We refer, of course, to the 1988 Crew List — bigger and better than ever, and more satisfying than winning the lottery. Well, bigger and better, anyway.

If you're new to the Crew List, a little explanation is in order. This is the larger of two Crew Lists we run every year. (The other, the "Mexico Only" Crew List, runs in the fall.) The sole purpose of both lists is to get people who want to sail together with those who want or need people to help them sail their boats. In the case of the list before you, that is, sailing any way you like it: cruising, racing, chartering, or just daysailing around

## I AM / WE ARE LOOKING FOR CRUISING CREW

NAME: \_\_\_\_\_ SEX: \_\_\_\_\_  
AGE: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

### WHERE AND WHEN

MY/OUR BOAT IS A: \_\_\_\_\_  
I/WE PLAN TO SAIL TO: \_\_\_\_\_  
(Mexico, Hawaii, etc.)  
ON ABOUT THIS DATE: \_\_\_\_\_

### I AM/WE ARE LOOKING FOR CREW

- 1) \_\_\_\_\_ That is male.
- 2) \_\_\_\_\_ That is female.
- 3) \_\_\_\_\_ Whose sex is unimportant.

### MY/OUR CREW SHOULD

- 1) \_\_\_\_\_ Be willing to share basic expenses such as food and fuel.
- 2) \_\_\_\_\_ Be willing to bust butt preparing the boat.
- 3) \_\_\_\_\_ Have more desire than experience.
- 4) \_\_\_\_\_ Have lots of ocean experience.
- 5) \_\_\_\_\_ Know celestial navigation, **really** know it.
- 6) \_\_\_\_\_ Have mechanical skills for the engine, refrigeration, etc.
- 7) \_\_\_\_\_ Be unattached and unopposed to the possibility of a friendship blossoming.
- 8) \_\_\_\_\_ Look good in a bikini.
- 9) \_\_\_\_\_ Understand and appreciate Nietzsche.

ing to crew and only \$1 for boat owners. The main purpose of the fees is to weed out those who are not really serious, or who sign up just to "see what might happen". In past years, when the Crew List and party were free, a lot of time, money and frustration was expended dealing with this "groupie" contingent. Fortunately, the fees have eliminated the problem. At the same time, however, the Crew Lists continue to grow. We take that as a sign that most of those who use the Lists are genuinely interested in quality sailing with quality people.

Of course, no system is without its flaws. The major bug in this one is that we cannot guarantee everyone's safety, either from the boats, the weather or each other. That's why we call them "advertising supplements" and must issue the following statement: The *Latitude* Crew List Advertising Supplement is for informational purposes only. *Latitude* does not make or imply any warranty, guarantee or recommendation in regard to the character of any of the individuals participating in the Crew List, or the conditions

## I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): \_\_\_\_\_  
AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

### SAILING EXPERIENCE

- 1) \_\_\_\_\_ None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2) \_\_\_\_\_ Some, at least 20 sails on the Bay, while being **active** and suffering the normal bruises, cuts and hollering.
- 3) \_\_\_\_\_ Moderate, several years **active** crewing on the Bay or at least one trip to Southern California.
- 4) \_\_\_\_\_ Lots, several long ocean passages.

### I / WE WANT TO CRUISE

- 1) \_\_\_\_\_ Locally, around the Bay and up the Delta.
- 2) \_\_\_\_\_ Southern California this summer.
- 3) \_\_\_\_\_ Mexico this fall/winter.
- 4) \_\_\_\_\_ Hawaii and the South Pacific this summer.
- 5) \_\_\_\_\_ Seattle and Alaska this summer.
- 6) \_\_\_\_\_ Petaluma in a pick-up truck.

### I / WE CAN OFFER

- 1) \_\_\_\_\_ At least a month of shared expenses.
- 2) \_\_\_\_\_ Mechanical skills; engine, electronics, refrigeration.
- 3) \_\_\_\_\_ Elbow grease for bottom work, varnishing & other upkeep.
- 4) \_\_\_\_\_ Cooking and cleaning skills.
- 5) \_\_\_\_\_ Ornamental skills. I look great in a bikini.
- 6) \_\_\_\_\_ Mental skills. I may not look like a playmate, but I don't think like one either.

## I / WE WANT TO CREW ON A RACING BOAT

NAME(S): \_\_\_\_\_  
AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_

### I / WE WANT TO RACE

- 1) \_\_\_\_\_ Bay
- 2) \_\_\_\_\_ Ocean
- 3) \_\_\_\_\_ TransPac (July)
- 4) \_\_\_\_\_ Catalina Race (July)
- 5) \_\_\_\_\_ Mexico (November)

### I / WE PREFER

- 1) \_\_\_\_\_ Boats under 30-ft
- 2) \_\_\_\_\_ Boats over 30-ft
- 3) \_\_\_\_\_ Dinghies

### MY / OUR EXPERIENCE

- 1) \_\_\_\_\_ Little, less than one **full** season on the Bay.
- 2) \_\_\_\_\_ Moderate, 2 **full** seasons or more, some ocean.
- 3) \_\_\_\_\_ Mucho, years and years, bunch of ocean.

### I / WE WILL

- 1) \_\_\_\_\_ Help with the bottom, do maintenance — anything!
- 2) \_\_\_\_\_ Play boat administrator, go-fer.
- 3) \_\_\_\_\_ Go to the masthead to retrieve the halyard at sea.
- 4) \_\_\_\_\_ Navigate, I've got lots of experience.
- 5) \_\_\_\_\_ Do foredeck, I've got lots of experience.
- 6) \_\_\_\_\_ Do grinding, I've got muscle.

of the boats. You must judge those things for yourself.

**N**ow that the lawyers are happy, we'd like to point out several updates in the Crew List that made their debuts only last year. The first of these is the form for Co-Chartering. This is for people who'd like to charter boats in other parts of the world but can't afford to do it alone. Included in this form is *Big O*, our crewed Ocean 71 based in the Caribbean and insured for six paying passengers. Note: if you check this box, a representative of *Latitude 38* Adventure Charters will contact you.

New this year is a form for boatowners wishing to swap time on their boat for time on someone else's boat in a different location. An example might be someone with a boat in the San Juan Islands swapping with a boatowner in the San Francisco Bay Area or Southern California for a week's vacation or so.

# 1988 CREW LIST

The other "new" change is the provision for both singles and couples in almost all categories. This is in response to many re-

## WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I / WE ARE:

- ☐ SINGLE  
☐ A COUPLE

NAME(S): \_\_\_\_\_  
AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_  
PHONE NUMBER OR ADDRESS: \_\_\_\_\_

quests over the years from couples who like to sail with other couples.

Deadlines for racing Crew Listees is February 15; for cruising/daysailing participants, March 15. As mentioned, your

names will then appear in the March and April issues, respectively. Sometime in early April — dates to be announced — all Crew Listees are invited to attend the Crew List

## HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING.

- ☐ SINGLE TO TAKE SINGLES OUT  
☐ COUPLE TO TAKE COUPLES OUT

NAME(S): \_\_\_\_\_  
AGE(S): \_\_\_\_\_ SEX: \_\_\_\_\_  
PHONE NUMBER OR ADDRESS: \_\_\_\_\_

## I / WE WANT TO CO-CHARTER

NAME(S): \_\_\_\_\_ SEX: \_\_\_\_\_  
AGE(S): \_\_\_\_\_  
PHONE OR ADDRESS: \_\_\_\_\_  
I/we want to co-charter for \_\_\_\_\_ weeks in the  
\_\_\_\_\_ (spring, summer, fall, winter) of 1988.

### SAILING EXPERIENCE:

- 1) \_\_\_\_\_ Little or none. I'll need a co-charterer to skipper and give direction.
- 2) \_\_\_\_\_ Moderate. I sail regularly and have chartered before. Prefer co-charterer of at least equal proficiency.
- 3) \_\_\_\_\_ Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

## I / WE PREFER TO CO-CHARTER

- 1) \_\_\_\_\_ Bareboat (we sail).
- 2) \_\_\_\_\_ Crewed (professional skipper and/or crew).
- 3) \_\_\_\_\_ With other couples.
- 4) \_\_\_\_\_ With other singles.
- 5) \_\_\_\_\_ A 30 to 40-ft boat with one or two other people.
- 6) \_\_\_\_\_ A medium (40 to 55-ft) with four to six other people.
- 7) \_\_\_\_\_ A large boat 60 feet or more, the more co-charterers the merrier.
- 8) \_\_\_\_\_ "Big O". Latitude 38's crewed Ocean 71 in the Caribbean. (You will be contacted by Latitude 38.)

## I / WE WANT TO CHARTER

- 1) \_\_\_\_\_ San Francisco Bay.
- 2) \_\_\_\_\_ Southern California.
- 3) \_\_\_\_\_ Mexico.
- 4) \_\_\_\_\_ Hawaii.
- 5) \_\_\_\_\_ Pacific Northwest.
- 6) \_\_\_\_\_ Caribbean.
- 7) \_\_\_\_\_ Mediterranean.

parties. This is a great way to screen potential boat mates in a neutral environment, or to make that important connection if you were too late to get your name published.

Speaking of which, if you were too late for the crew list, but want to attend the party, it's okay — but bring some bucks. Our official Crew List border guards will be on hand at the door to check you out. If you can't point out your name in the magazine, you'll have to cough up some money: again, \$5 for crew, \$1 for boat owners. (Why the discrepancy? We figure boat owners put out enough already to stay sailing.) Refreshments, T-shirts and visors will be available at the party, but come early, they go fast.

**F**inally, a few repeats, reminders and advice:

1. Crew List forms must be filled out legibly, so if you're a doctor, have someone do it for you. All submissions must include the advertising fee and be in by the deadline, otherwise you don't get on the list.

2. Be cognizant of our commitment and yours. Basically, ours stops on these pages. Yours begins when you fill out the form, and takes up again when it comes time to make decisions about who, what, when and where you go sailing. We don't mean to turn you off to the whole idea, but the truth is that sailing can be dangerous to your health and life in any number of distasteful ways. If you harbor any doubts about boats or gear or safety practices, find another ride.

3. Women should use first names or pseudonyms only. When possible, we also advise using post office boxes or answering services — anything that makes it easier to

# ADVERTISING FORMS

often your chances of landing a ride, will be reduced to zero. When in doubt, err on the side of conservatism. In many cases,

screen calls — because if you are a woman, you will get plenty. That's the other frustrating bug in the system: A minority of participants use it primarily as a pseudo mating service. We used to get really upset and beg and plead to the contrary. (One unsavory incident almost led to elimination of the Crew Lists altogether.) Now we grudgingly accept it as an irritating side effect — kind of like getting diarrhea when you take medicine to make you well — of an otherwise pretty good system. So women take heed: Your sailing skills can be minimal, but your men handling skills should be well developed. Despite what you may hear, it is not customary to meet a potential skipper alone on his boat after hours to "check the rigging" and have a few drinks.

4. Sailing regularly with anybody requires commitment. This is especially true of racing, where crew must be depended upon to show up in working order at a specified time at least 10 weekends every summer. If you can't make such a commitment, think twice

**I / WE WANT TO BOAT SWAP**

NAME(S): \_\_\_\_\_  
 AGE(S): \_\_\_\_\_  
 PHONE OR ADDRESS: \_\_\_\_\_

My/our boat is a \_\_\_\_\_  
 I/we would like to boat swap with the owner of a similar boat in \_\_\_\_\_

WHERE AND WHEN

I/we would like to cruise this area for about \_\_\_\_\_ weeks in \_\_\_\_\_  
 (month) of 1988.

about signing up. If you are iffy for only a few time periods during the next sailing season, be sure to tell your potential skipper or crew.

5. Don't exaggerate your skills. If you don't know what you're talking about on a boat, someone who does can recognize it instantly. The result is that your credibility, and

enthusiasm and willingness to learn are more important anyway.

So that's about it. From here on, it's up to you. We wish all participants good luck in advance, and hope everyone gets the rides and crews they want. See you on the water!

— latitude

## STANFORD UNIVERSITY SAILING PROGRAM

ANNOUNCES

### VESSELS FOR SALE

The Stanford University Sailing Program announces the sale of several vessels. These yachts are in excellent to good condition. All were donated to benefit our sailing program. Some of these boats are being rotated from our active fleet to allow for new acquisitions; while others were donated to help us underwrite the costs of **National Collegiate Sailing Championships in 1988**. Special terms available on certain vessels.

SAIL				
Length	Yr.	Hull	Make	Price
47'	'69	Wood	Garden Ketch	\$89,000
46'	'68	Wood	Kettenberg	75,000
43'	'47	Wood	Fellows & Stewart	50,000
40'	'79	Glass	Swift	80,000
36'	'70	CldMldCstm	'one-of' sloop	37,000
36'	'74	Glass	Islander	45,000
32'	'65	Glass	Columbia Sabre	6,500
28'	'62	Glass	Pearson/Triton	14,000
27'	'72	Glass	Cal	8,000
27'	'76	Glass	Mull 1/4 Ton	13,000
26'	'79	Glass	Chrysler w/trlr	15,000
25'	'81	Glass	MacGregor & T	8,000
24'	'72	Glass	Venture & T	2,900



*For More Information  
 Contact:*  
**JOE PETRUCCI  
 OR  
 MICHAEL DONOVAN  
 (415) 723-2811**

#### SAIL — CONT'D

Length	Yr.	Hull	Make	Price
24'	'82	Glass	J/24	8,000
24'	'79		J/24	10,000
23'	'74	Glass	Aquarius & T	4,900
18'	'75	Glass	Flying Scott	1,500
22'	'74	Glass	Catalina	3,900
19'	'63	Glass	O'Day Mariner & T	1,500
20'	'80	Glass	Toronado Catamaran	2,000
16'	'76	Glass	Parker 505 & T	3,500
16'	'72	Glass	Parker 505 & T	3,000
16'	'76	Glass	Contender & T	2,000
POWER				
33'	'60		Trojan, Twn DSL	14,000
30'	'66	Wood	Owens	29,000
OTHER				
18'	'77	Wood	Rowing Dory	1,500

# THE HONEYPOT OF THE CARIBBEAN:

The Carib Indians called it Quanalao. The official name is St. Barthelemy. The French abbreviate it to St. Barths. Americans — hampered by less agile tongues — simply call it St. Barts.

*Gourmet* magazine pronounced it “the

amoeba-shaped St. Barts occupies just ten square miles of Caribbean sea. It has 14 modest peaks of between 300 and 900 feet,

Indies, the main islands of which are Martinique, Guadeloupe and half of St. Martin. Because it's such a small island with a modest population, St. Barts is administered as a municipality of Guadeloupe — which is eight islands and 140 miles to the southeast. We're told the mayor runs the island along the lines of a benevolent dictatorship.

Despite its diminutive size and a high season population of just 3,000 — about a third of Catalina's on a summer weekend — the brands available for purchase say a lot about the kind of tourists that visit St Barts: Cartier, Rolex, Hermes, Yves St. Laurent, Guy Larouche, Oscar de la Renta, Piaget, Cerruti, Nina Ricci. It's much easier, for example, to purchase expensive gowns, rare perfumes, and big diamonds than it is to find a tuna fish sandwich. We're personally not in the market for the fancy stuff, but we do enjoy fine design and craftsmanship, so window shopping and browsing on St. Barts can be an economical as well as a satisfying pastime.

As you can guess from the merchandise, St. Barts attracts more than its share of the rich if not famous. Most are French, since it's

honeypot of the Caribbean”. The author of *A Cruising Guide to the Caribbean* evaluates it as “close to being my favorite island”. *Caribbean Travel & Life* judged it “the best little piece of France anywhere”.

No matter what other people want to call it or have to say about it, we at *Latitude* consider St. Barts to be the sweetest little sailor's island we've ever layed eyes on. If we ever win the lottery, that's where we'll be taking the dinghy ashore to pick up our checks.

If you've never heard of St. Barts, you're not alone. Most sailors are vaguely familiar with the Virgins, St. Martin, Antigua, Martinique and Grenada — the bigger islands in the Lesser Antilles chain that forms a crescent from Puerto Rico to Venezuela. The people of St. Barts prefer their island's relative anonymity. There is tourism to be

With or without a suit, bodysurfing the gentle waves at La Saline is magnifique!

the tallest being Morne de Vitet. There are several lovely valleys, particularly on the windward side. This little gem of the Caribbean is serenely beautiful, not a startling breath-taker.

Located at latitude 18 — the same as Hawaii — the weather in St. Barts is always tropical. From November until the end of May it's blissfully warm with consistent trade-wind breezes and low humidity. From June until the end of October, it can be — if the wind dies — uncomfortably hot and humid — much like the East Coast of the United States or Hawaii in August.

Summer and fall also mean hurricane season. Like most of the islands in the Lesser Antilles, St. Barts gets nailed about once every 15 years. A vivid reminder of the destructive force of hurricanes, there's a banged up 55-ft aluminum sloop ashore near the cargo dock at Gustavia. She was new when hurricane driven waves tossed her over a concrete pier and onto shore. She doesn't look bad from a distance, but she's a total loss. Simpson lagoon on nearby St. Martin is one of the best hurricane holes in the Antilles.

While the strength of the trades varies by season, being lighter in summer than winter, the ocean temperature is nearly constant. It hovers right around 80 degrees, perhaps a few degrees warmer in late summer. It's always transparently blue to 40 feet, unpolluted and rejuvenating to the body and soul.

St. Barts is part of the French West

St. Barts — the sweetest little sailor's island we've ever layed eyes on.

sure, but the emphasis is on quality rather than quantity. The Arc de Triomphe in Paris will be turned into a McDonald's drive-thru before you see a big Hilton on St. Barts.

Located in the northeast Lesser Antilles halfway between the Virgins and Antigua,



ALL PHOTOS BY LATITUDE/RICARDO DEL SUR

about as *tres chic* a winter destination as there is for Parisians. Jimmy Buffet has long had a residence on the island. Supermodel Christie Brinkley is said to have honeymooned there with Bill Joel. Whitney Houston chartered *Big O* out of St. Barts under the boat's previous ownership. A little bit further back in time, Montgard the Exterminator called the island home. Just so you don't get the wrong idea, Montgard wasn't in the pest control business. He was a ruthless pirate who took eternal delight in the spilling of Spanish blood.

The first real celebrity to call on the island, however, was none other than Chris Columbus during his second voyage of discovery in the late 1400's. Chris had a brother named Bartolomeo, which may give some of you a clue as to how the island got its name.

Columbus was just the first European to visit. As with most of the Lesser Antilles, he had been preceded by both the peaceful Arawaks and the cannibalistic Carib Indians. History reports that the vicious Caribs found

the soldiers tastier than the priests, so before long everyone visiting St. Barts was attired in a black robe.

For centuries most of the Caribbean was a bloody battlefield for the Caribs, the Spanish, the French and the British. Initially, St. Barts was no exception. Then the residents got wise to the benefits of neutrality. St. Barts soon became more of a bazaar than a battlefield, and merchants eagerly supplied all combatants — pirates and buccaneers included — with whatever supplies they needed. During the American Revolution, for example, the shopkeepers of St. Barts sold American goods to the British and British goods to the Americans. It was none other than Thomas Jefferson who convinced the islanders to become a free port.

The decision to become an island of shopkeepers had dramatic implications for St. Barts today. While other islands went overboard on sugar cane plantations — and the importation of the slaves necessary to run them — St. Bartians ignored crops to concentrate on shops. Thus the eventual freeing of the slaves had little effect on the culture and economy of the island. Today

Gustavia is the main port of St. Barts. Crowded with yachts, it's nonetheless quiet and peaceful.



Port Captain Bruneteau makes life pleasant for visiting yachts.

St. Barts is 94 percent white, just about the opposite of the racial composition of other islands in the area.

The longtime residents of St. Barts are a combination of Swedes and French from Normandy and Brittany. It all started when King Gustave of Sweden, in the late 1700's, bargained with the French for his big wish: a possession in the New World. As things turned out, Gustave might have been better off had his prayers gone unanswered. As a result of being devastated by hurricanes, fevers and economic hard times, St. Barts was a terrible drain on the Swedish economy for the next 92 years. Nonetheless, the fastidious Swedes left an indelible mark, in the form of customs, roads and buildings.

When France bought the island back in 1878, it was at the start of nearly a century of declining importance. It got so bad that during World War II, with many of her sons fighting with Free French and United States armies, the population had to survive without adequate food. Preoccupied with more important things, the world had all but forgotten the little island.

St. Barts continued to remain a backwater and small time smuggler's port until the late 60's, when Jean Yves Froment, a Frenchman famed for hand-dyeing fabrics during a ten-year stay in Tahiti, relocated his studio. No doubt St. Barts continuing fascination with style, art and fashion is partly a result of her being popularized by an artist. Even so, it wasn't until the 70's and early 80's that St. Barts began appearing on



# THE HONEYPOT OF THE CARIBBEAN

tourist itineraries.

When tourism did arrive in St. Barts, it came rather slowly and quietly. Big hotels were prohibited — for one thing it's illegal to build anything taller than a palm tree — so



'Le Loft', the local sailmaker, is housed upstairs in this cut stone building.

entrepreneurs created inspired little inns of just 10 or 12 rooms where style and personal service were exceptional. There are, almost 40 of them now. For the wealthy seeking a nearly private refuge in the Caribbean, these small and very expensive accommodations — or the fancy villas that began springing up



— became popular.

As people became more aware of the island, prices shot up. Moderately nice homes now sell for between \$250,000 and \$500,000. Even so, residences have become so desirable that a building moratorium had to be imposed — much to the delight of those who'd gotten their permits in time. At Le Select Bar, one refugee

from Colorado told us:

"I built over 100 homes in Vail, and not until I was done did I realize how we'd all raped the place. You can't stop development, but you can do it responsibly. That's what I'm going to do here, so this wonderful place isn't ruined, too."

In any event, the cultural differences between the conservative families who have resided in St. Barts for centuries and the visiting high-lifers are staggering. On the one hand you have the descendants of generations of Swedes and French, many of whom live in the same small homes their families built a century or two before. In numerous cases, the families dress as their ancestors did. Over in Quartier de Corosol, you see women wearing the white 'kiss me not' bonnets. This isn't some chamber of commerce gimmick, they're simply living in a different era.

The hip folks flying in during the winter from France, the northeast United States or Canada live a world apart. They stay in \$500 a night rooms or \$4,000 a week villas. They spend \$80 a night per person on gourmet meals and purchase designer dresses and fine jewelry when the fancy strikes them.

The two populations seem to co-exist without any trouble, perhaps because they keep such different hours. The long time residents seem content to live simple lives on their beautiful island, rising at dawn and retir-

Lovely Baie St. Jean, with the Eden Roc Hotel/Restaurant protruding into the bay.

ing at dusk. Not so with the tourists and seasonal visitors. They usually awake at noon to champagne brunches, then spend quiet afternoons at their accommodations or the beach.

Sundown means cocktails, followed by



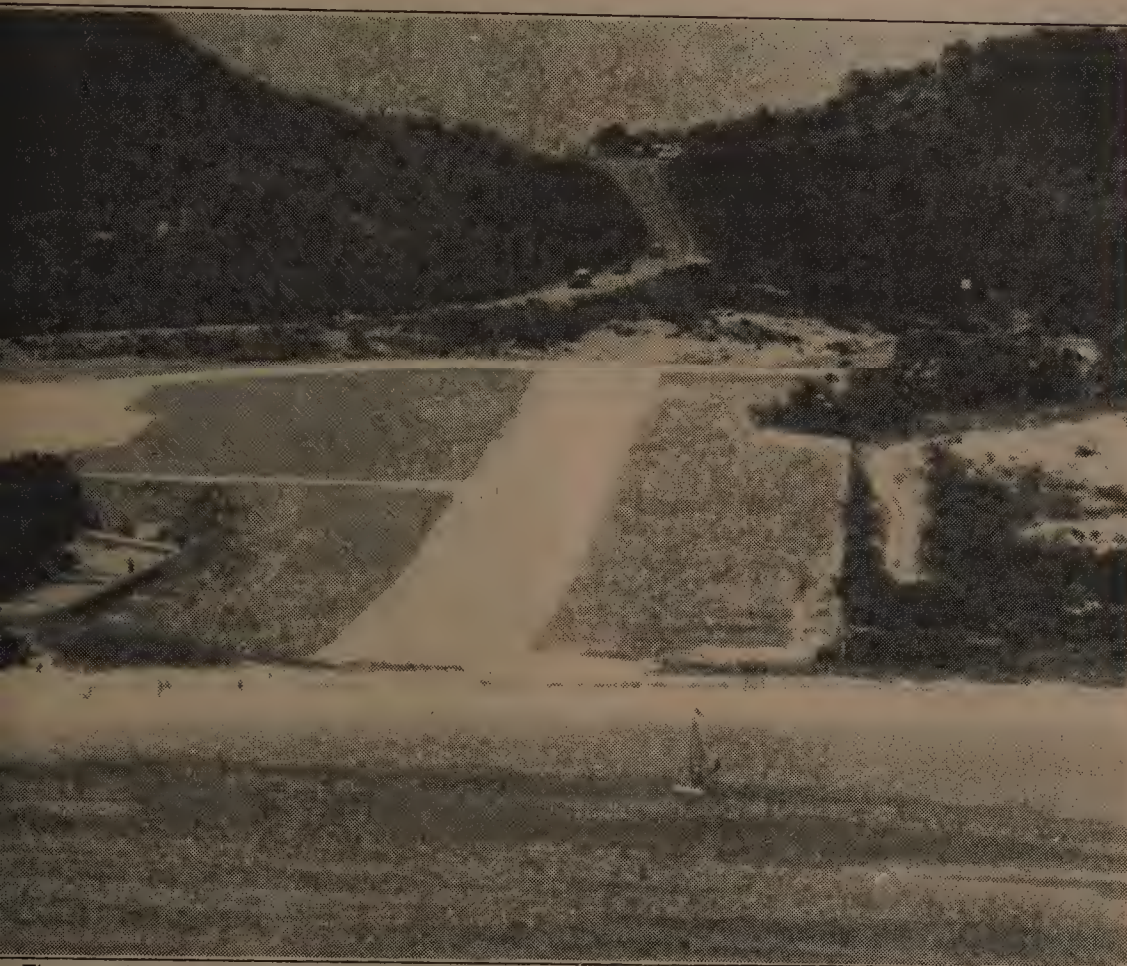
leisurely but spectacular dinners at 8:00 or 9:00 p.m. Not until midnight do they start showing up at the Auteur de Rocher, the Eden Roc, the Tamarind, the Santa Fe Cafe or other places that have jazz or rock music. Since these establishments often don't shut down until 3:00 or 4:00, high-lifers sleep-in the following day. Thus they only rarely cross paths with the old families.

Speaking of crossing paths, one of the charms of St. Barts is that on her some of the normally banal aspects of life on other islands — such as transportation — are actually a hell of a lot of fun. If you rent a vehicle on the island, it probably will be a doorless Moke or Gurgel, which are little more than glorified golf carts. The only alternative is some kind of motor scooter or dirt bike. Ah, there's something so egalitarian about seeing one of France's top professionals roaring around on a Peugeot dirt bike looking to purchase some *baquettes*.

There's only one really big hunk of Detroit metal on the island: the gigantic late 60's lime green Cadillac El Dorado convertible owned by the Tamarind Restaurant. Imagine owning the ultimate pimpmobile in the land of golf carts!

As modest as most vehicles are, they are ideally suited for the islands simple roads. Rarely is there an opportunity to accelerate over 35 mph, and even when there is, who wants to roar through such lovely scenery? It takes maybe 30 leisurely minutes to circumnavigate the traffic-free island by car, a delightful drive if there ever was one. From

# ST. BARTS



gastronomical delights is astronomical. After a charter we once took the captain and five friends out for pizza and wine. It cost \$160! Last June we took the wife and our two youngsters in for a glass of fresh orange juice and a pastry each. After the tip, there was nothing left of a \$20 bill.

Even a small bird could have difficulty getting by on less than \$100 a day for sustenance. Fantastic food? *Mais oui!* But still, \$100 a day. Eating aboard one's own boat or a charterboat could easily save \$85 a day per person.

Given the dramatic savings to be had by visiting the island by boat, it's no wonder St. Barts has become such a popular sailing destination. Almost too popular. Claude Bruneteau, directeur du Port de Gustavia, told us that 409 yachts checked into little St. Barts last January. Because facilities are limited, Claude tries to restrict stays to two nights in the Inner Harbor and a couple more out in the main anchorage. Bruneteau, however, seems to be a sympathetic and understanding Port Captain. If he's familiar with your boat, if he feels your presence is a credit to the island, if you've got a good excuse — well, perhaps arrangements for a longer stay can be made.

Bruneteau is certainly not the stereotype Port Captain, French or otherwise. He greets you with a friendly "Bonjour" each morning as he motors through the anchorage. Furthermore, he makes it clear that anytime you have trouble — day or night — you are to call him on channel 16. "Twenty-four hours a day," he says in his best English, "I am at your service."

What's to do around St. Barts? About a million things.



Le grand vehicle of St. Barts, the lime Eldo convertible.

There is no better sailing in the world. Intriguing Saba, a volcanic island which juts straight into the sky, is a 60-mile round-trip. St. Martin, Tintamarre and Anguilla are even closer. Isla Fourcher, with a fine anchorage, is a popular luncheon stop for those looking

along the ridge has two signs instructing drivers to yield to aircraft on final approach. Most times it seems that even a high school basketball player could jump up and touch the wheels of inbound flights.

If the trades are light, some pilots choose the literally 'do-or-die' approach over the water from the east. If the pilot comes up short, he plunges into the bay at the east end of the runway; if he overshoots, the plane slams into the ridge past the other end of the runway. No matter in which direction they want to land, pilots are required to have a special license before they give it a go.

As you might expect, the attempted landings are a never-ending source of entertainment to those already safely on *terra firma*. Thus there's an open-air Parisian-style sidewalk bistro that leans out onto the tarmac to accommodate spectators in comfort. Watching planes try to land has long been a popular pastime on the island.

While it's possible to fly into St. Barts and stay ashore, the only sensible way to visit is by sailboat. Why? Economically as well as geographically a long way from Turkey, Mexico or Venezuela, St. Barts is what you'd call *tres* expensive. Even before the dollar went south, a pleasant room for two easily ran as much as \$400 a night. Therefore, it's approximately \$398 a night cheaper to anchor just outside Gustavia or \$386 cheaper to tie-up Med style in the Inner Harbor.

Eating out is similarly expensive. While Craig Claiborne calls the island "the gourmet capital of the Caribbean", the price of

The aerodome at St. Barts. If planes don't hit the cars on the ridge they nick the sailboarders in the bay.

the various peaks you can look across the blue Caribbean Sea to Anguilla, St. Martin, Saba, Eustacia, St. Kitts and Nevis.

Perhaps some of you suspect our fondness for St. Barts is based on some degree of slobbering Francophilia. No way. In fact, we've always found the French difficult to get along with and never developed a taste for the much-heralded French food and wines which are so conducive to clogged arteries. No, there are just some places at some times in history that seem to have a certain magic. St. Barts has it now. It's a clean, sensuous, stylish island with a *joie de vivre* that seems to infect everybody and every thing.

For example, when is the last time you fell in love with an airport? Santa Barbara's is quaint, as was the old one at San Jose del Cabo. But both are mundane by comparison to the aerodrome at St. Barts. For one thing, the grass surrounded postage stamp sized runway accepts only the smallest of propeller driven planes. And those with reluctance.

Landing at St. Barts is a three-act thriller. Barely clearing the ridge near the west end of the runway, the pilot nose-dives to the sloping runway, praying he can stop the plane before plummeting into the turquoise waters of Baie St. Jean.

When we say "barely" clearing the ridge, it's no exaggeration. The road that runs

# THE HONEYPOT OF THE CARIBBEAN:



No wetsuits, no pollution, no vendors, no radios — and if you want, no clothes.

for a short daysail. Cruising guides report that traditional activities on the latter uninhabited — except for goats — island are getting naked and sprinting to her modest peak. Daysails to some of St. Barts' other anchorages, such as Anse de Colombier or Baie de St. Jean are also fun.

There are three navigational hazards upon leaving the main anchorage at Gustavia. Two are nearby groups of rocky islands; Les Islettes and Les Saintes. The third is women. Every time we've sailed out of there, the women aboard have immediately removed their bikini tops or rolled down their one piece suits. We thought it was some kind of marvelous law, but it turns out to be just part of the *joie de vivre* of the island. We've been with the same women leaving other islands and no dice — the tops stayed on. We tell you, St. Barts is magical.

As for other activities, St. Barts has 22 outstanding white sand beaches of wonderful variety. Some of them are protected from the prevailing trades and offer calm places for children to learn to swim. Anse de Colombier, just a few hundred feet from the Rockefeller/Rothschild 'hurricane-proof' residence, is palm-lined and a sensational example. Anse de Grande Saline, which is on the other side of the island and requires a pleasant country drive, is another one with

gentle waves.

Beginning boardsailing and dinghy sailing are popular at Baie St. Jean. More advanced sailboarders and catamaran sailors like Anse de Marigot and Anse du Petit Cul de Sac. St. Barts, bless its soul, gets surf! Depending on the exact size and direction of the swell, you can catch good waves at Anse a Toiny, Anse du Grand Cul de Sac, Anse de Cayes, Lorient and a couple of other places.

There are beaches that offer snorkeling and scuba diving for all levels. Les Islettes and Les Saintes, just a couple of hundred yards off the Gustavia anchorage, are good for these activities also.

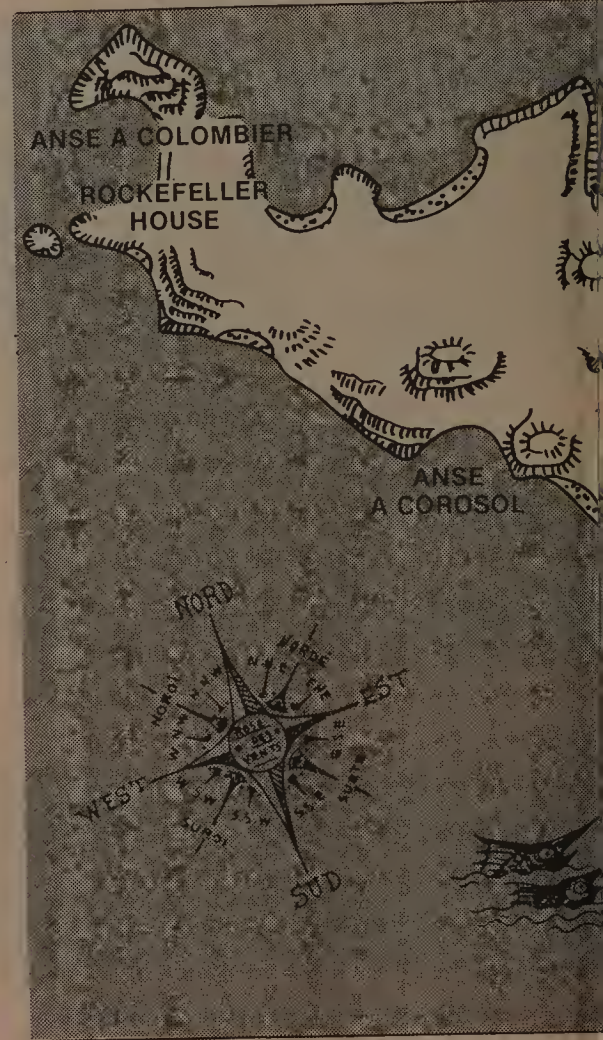
Love to swim and sunbathe naked? On the way to the long, lovely beach at Anse de Grande Saline, there's a big sign — almost a billboard — that says "Nude bathing is prohibited on St. Barts". Apparently the letters have been too faded by the tropical sun for most visitors to read, because about half the folks at Saline relax topless or naked. But you must remember this is a French island, so being topless or nude aren't furtive activities that people get squeamish or giggle about. The nudists don't flaunt it and the clothed don't leer.

When evening rolls around, the great thing to do is take turns grabbing a shower on the boat while sipping cocktails and watching the sun slip beneath Saba. After



'Food is love', any Frenchman will tell you.

everybody's got on a clean shirt, you take the dinghy to shore and walk over to the Le Select Bar, where you order up a beer or a cocktail and meet some new folks. After a drink or a beer, you wander into the adjacent dirt yard that is home of Cheeseburgers



The incomplete map of St. Barts. Not for navigation.

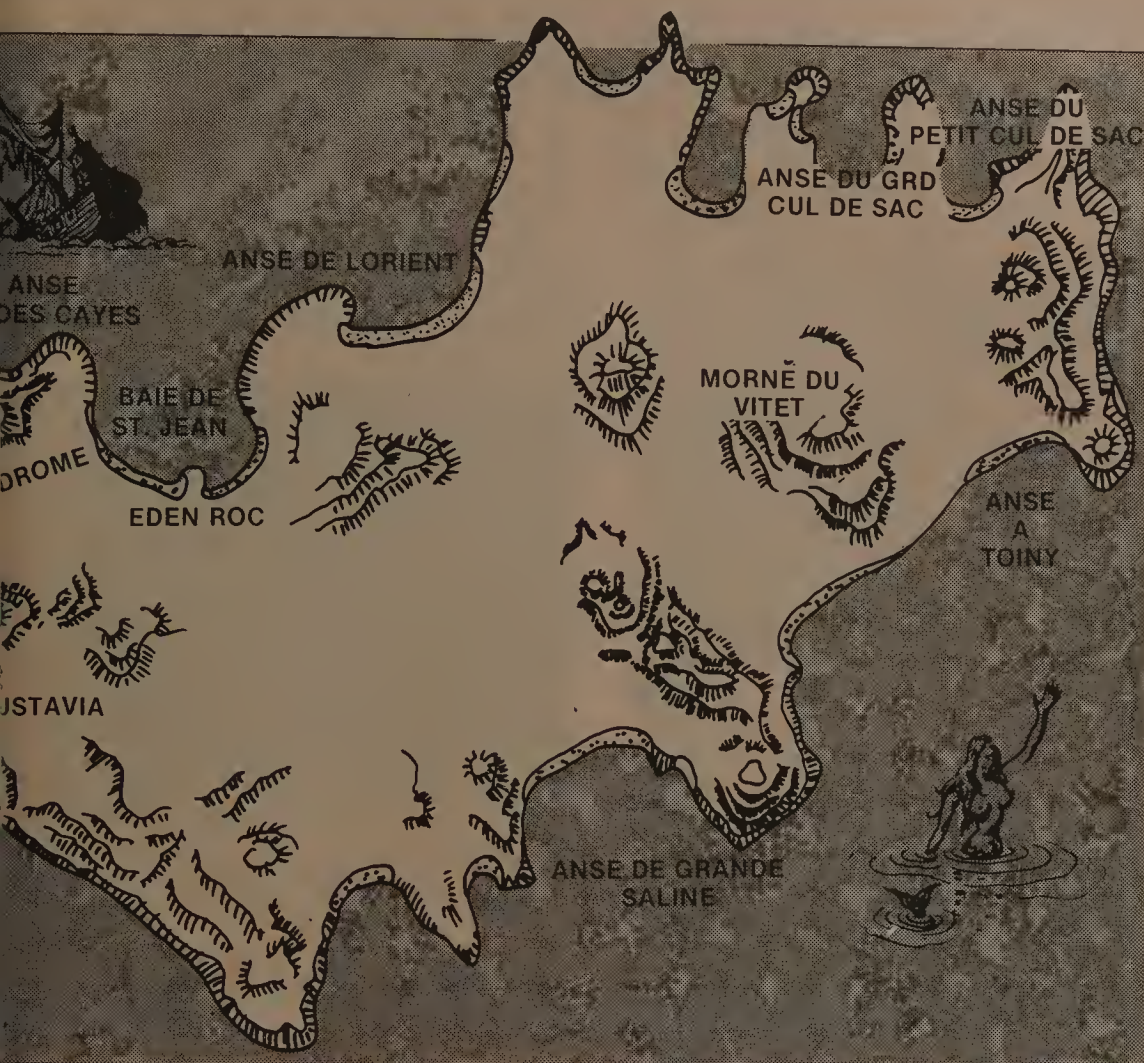
in Paradise made famous in song by Jimmy Buffet.

Cheeseburgers is a simple outdoor affair. There's a little shack where the burgers are cooked that's surrounded by benches. Then there are about a dozen tables scattered among the bushes and trees. Everybody is wandering around with a drink from Le Select waiting for their burger. And waiting can take a while, because this is no fast food place. The French cook/waitress/cashier takes her own sweet time. But then she's just following the advice of the sign at Lou-Lou's Chandlery across the street. It says: "You came to St. Barts to relax, so relax!"

When we were in St. Barts two years ago, the delicious cheeseburger and greasy fries cost \$4.50. Six months ago it was already up to \$7.50. Still, this is ultra economical food for St. Barts. The best deal in town, however, is across the harbor at La Marine, where on Thursday nights they serve up mussels that Air France has flown in from the homeland. Unbelievably good — and we don't even like that kind of stuff.

One of the other great things about St. Barts is that it's safe. Unlike some of the other islands in the Lesser Antilles, you don't

# ST. BARTS



last year, remembering that Antigua is one of the prized destinations in the Caribbean.

The conversation was between an obviously love-sick young man, who in ten years is going to be a filthy rich investment banker, and what apparently was his somewhat wary girlfriend back in the States. He'd gotten a berth on a boat sailing to France and was trying to convince the love of his life to meet him in Nice. And while it was a tough sell, he couldn't help but wander off track from time to time. "Honey," he'd say softly with every ounce of genuine sincerity in his body, "you've got to see St. Barts. I promise," he declared, "you and I are going to live there some day."

That's the kind of declaration St. Barts inspires.

If we haven't sold you, we apologize for letting you down. If we have convinced you, the best way to get to St. Barts is by flying to the regional airport at St. Martin which is just 15 miles away. There you can pick up the bareboat or crewed boat you've arranged for, do whatever additional provisioning might be necessary, and then head on over for the good life. You can also fly into Antigua and pick up a bareboat or crewed boat and sail on a broad reach the 90 or so miles to St. Barts. A week is the minimum amount of time you need to enjoy yourself; two weeks would be just about heaven.

The very popular St. Barts Regatta is held in February of some years. The motto of the Regatta is "Nothing Serious". Unfortunately,

have to worry about being hassled, getting involved in altercations with bitter people, or having a knife inserted between your ribs. Things like that don't happen on magic islands where everybody is having a good time, so it's easier to relax. In fact, the only fight we've ever seen on St. Barts was one Sunday morning when a West Indian band from Anguilla called the 'Hot Hits' came over to perform in the Cheeseburgers in Paradise yard. At the conclusion of the first song the bass player and the lead singer exploded into a brawl. The 'Hot Hits', what an appropriate name.

Some of you might be reluctant to visit St. Barts because the language and money are French. Don't worry about the money, dollars work, albeit less well every day. As for the language barrier, it's mostly illusory. For one thing, about half the people you'll meet can speak a little English. Secondly, French is not difficult to learn. Memorize the following and you're all set:

*Bonjour* — Good day.

*Je voudrais une biere froide* — I would like a cold beer.

*Acceptez-vous les cartes de credit?* — Do you take credit cards?

*Bon* — Wonderful.

*Excusez-moi, puis-je prendre une photo?* — Excuse me, may I take your photograph?

*Bon* — Wonderful.

*Voulez-vous coucher avec moi ce soir* — An untranslatable expression used by men

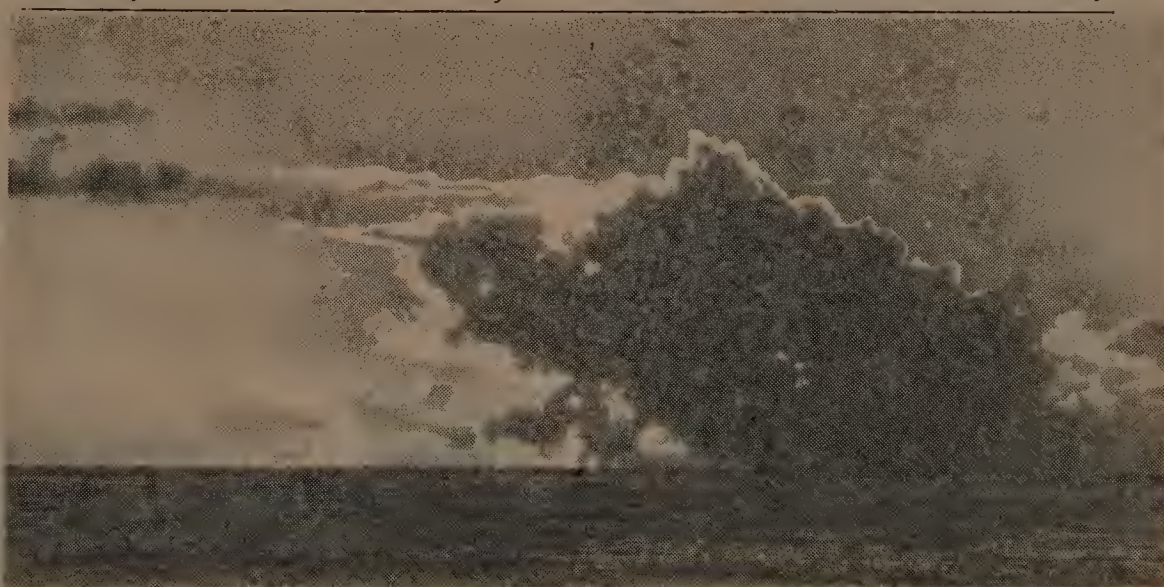
or women to express a romantic interest in the other. Or so one Frenchman told us.

*Je ne comprends pas* — I don't understand.

*Au revoir* — Goodbye, as in 'I guess I won't be seeing you again'.

Easy, non?

We hoped we convinced some of you



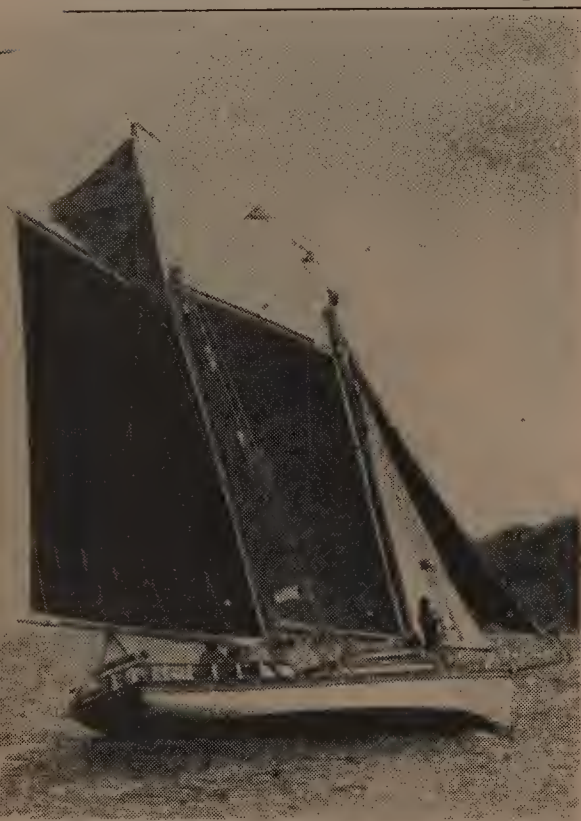
Sunset over Saba.

folks to pencil in St. Barts for an upcoming vacation. If we haven't, let us tell you about a telephone conversation we couldn't help but overhear at the end of Antigua Race Week

some years it's so unserious that it isn't even held. If you come for the regatta and it doesn't happen, just remember the sign at Lou-Lou's; "You came to St. Barts to relax, so relax." It would seem to us to be impossible to do otherwise.

— latitude

There's absolutely nothing secret about my favorite overnight anchorage. In fact, it's probably the most popular overnight anchorage for miles in any direction. But there are good reasons for this place being so popular, and I'm not above following the



LATITUDE RICHARD

'Crab crusher' or beautifully restored schooner? It all depends on your point of view.

crowd once in a while. Besides, during the winter months the crowd is pretty thin — so that's where I drop the hook when I put the boat back in cruise mode for a weekend or two between midwinter races.

On this particular weekend there was also a yacht club cruise scheduled to spend the night there. We sailed in early, claimed one of the best spots near the beach, and left all our oversized fenders hanging over the side as an invitation to start the raft-up.

Feeling your anchor take hold on a secure bottom in a well-protected cove is a supremely satisfying feeling. Well, we may have been cheated out of that one this time because we picked up a public guest mooring. But it still felt good to be secured for the weekend, and after raising the club burgee and furling the sails, we were ready for our first round of drinks.

As we took our first sips of gin and tonic, I admired a large double-ended gaff-rigged cruising boat slowly making its way towards our end of the anchorage.

"Look at that old passage-maker," I remarked, noting that it was not one of the fiberglass and gingerbread copies that was inexplicably popular a few years ago, but the

genuine article. "I don't think anyone in our club has a boat like that, though."

They sailed into a calm spot under the lee of one of the steep slopes that forms the cove, and then tacked back out into the breeze, taking forever to swing around and get moving again. On the next tack inshore they came closer, and I noticed a woman standing on the cabin top giving directions to the driver, who I could now see was also female. Could that be . . . ?

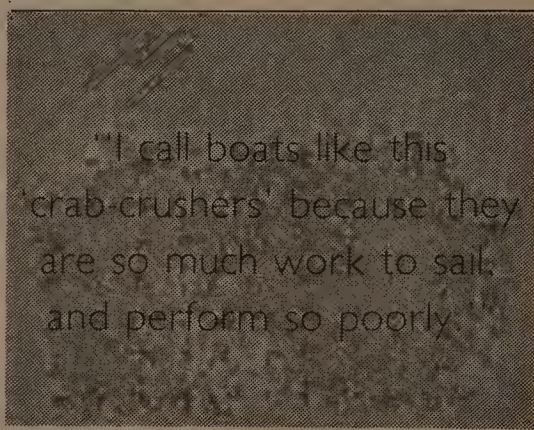
"No way," I thought to myself. Lee Helm wouldn't be caught dead sailing on an old clunker like that. There were also men aboard, but they seemed to be either sitting back and observing the operation, or standing around holding dock lines and fenders, waiting for instructions from the skipper.

They tacked again, this time passing only a few lengths astern.

"He's already got fenders out, and he's on a mooring. Stand by on the main halyards!"

It was unmistakably Lee's voice, but it was

coming from up in the air over my head. I looked up into the cruiser's rig, and there was Lee at the top of the ratlines, conning the boat in.



"Lee Helm," I hailed. "What on earth are you doing on an old crab-crusher like that!"

"Stand by on main halyards," relayed the

Not all aircraft carriers launch planes. But for accommodations, you can't beat 'em!



woman on the cabin top. "And rig fenders port side."

While Lee scrambled down to the deck, the boat fell off to a reach in order to gain sufficient time and distance for the final approach. They completed one last tack, and with about five boat lengths to go their main came down with amazing efficiency, the big sail and gaff falling neatly inside the lazy jacks. They coasted up with just a little too much speed and a bit too wide a turn.

"Hi Max," shouted Lee as I struggled to fend off the bowsprit. "Okay if we raft up?"

"Why not?" I shrugged, wondering if it was worth seriously damaging my back to avoid a minor scratch on my starboard topsides.

"See, I told you we'd find someone in here we knew that we could tie up to!" Lee announced to her friends.

Within a few minutes we had the two

boats tied together and the fenders re-adjusted, and since I already had the ingredients out, I began mixing refreshments for

If it hadn't been for the grins underneath this exchange of insults, I would have thought that the end result was going to be a major naval battle (and my crew was badly outnumbered). As it turned out, we were cut short by the sound of two very large engines



LATITUDE/RICHARD

the new arrivals.

"Now what was that remark about a 'crab-crusher'?" asked Lee in a somewhat confrontational tone.

"You have to admit, Lee," I said, "that this isn't the sort of boat you usually sail on. I call boats like this 'crab-crushers' because they're so much work to sail, and perform so poorly. And they require an enormous amount of maintenance. Most of the boats like this that I know spend most of their lives sitting against the pier, crushing crabs, as it were."

"Well it's a damned sight more boat than a bleach bottle like yours," interjected the woman who had been driving, evidently the skipper and owner. "I'll have you know that this here boat has been around the world twice."

"I'm impressed," I said honestly. "But what's this 'bleach bottle' stuff?"

"Yeah," added one of my crew. "This is one of the best-performing boats of its type, it has a high aspect ratio fin keel, spade rudder, light displacement . . ."

"Just another mass-produced knock-off racer-cruiser, made of thick soft plastic. Bet it pounds like hell going to weather."

"At least it goes to weather," I couldn't resist adding.

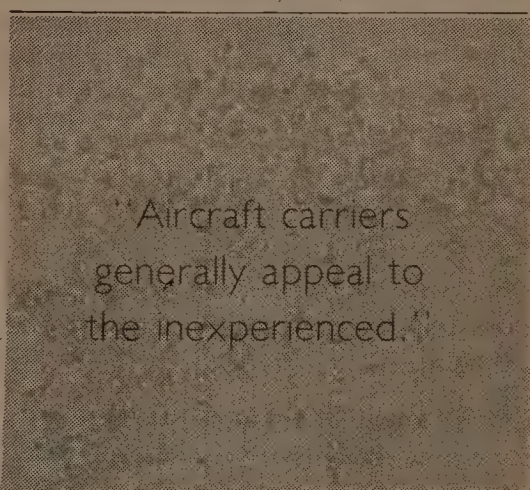
"It's made of tupperware," she responded.

Daysailors: fun, inexpensive, easy to raft up — and you never have to clean the carpets.

revving up and shifting gears off to port. There was a large powerboat, prominently flying my yacht club's burgee, maneuvering in to join the raft-up from the other side.

"A stink-pot," Lee gasped. "Max, you 'don't let 'those people' into your club, do you?"

"Now be reasonable, Lee," I shouted over



"Aircraft carriers generally appeal to the inexperienced."

the roar of the oversized engines, "they make great race committee boats."

Both crews trampled across my foredeck to assist the big power cruiser tie up to my port side. I'll never understand why they always have to overshoot and then back in.



LATITUDE/RICHARD



LATITUDE JR

An even greater mystery is why they keep their engines running for at least five minutes after they're securely tied up. Finally the power plants were shut down, and we returned to the peace and tranquility of our idyllic setting in the cove.

But the later afternoon shadows of the cliffs were already falling over our mooring, and without the sun it suddenly became quite chilly. Since the powerboat had by far the biggest main cabin (not to mention a large supply of crushed ice), very few of the sailors went back to their own boats after helping to tie it up.

This was the first opportunity Lee had to introduce me to some of her friends. But we had barely gotten started when we noticed another boat approaching our raft. I recognized this one as a boat owned by a good friend of mine at the club.

Since it's a great Delta boat, this must be a 'crayfish crusher'.

remarked Lee.

It was a 43-foot aft cabin walk-through design, built in the mid-70's. With its high freeboard and flush deck, it was easy to understand why Lee called it that.

"He's a liveaboard," I explained, attempting to rationalize my friend's choice of boat. "I know that thing doesn't look very pretty by anyone's standards, but it has a tremendous amount of room down below, and the price was very attractive."

"First boat, right?"

"How did you know, Lee?"

"Aircraft carriers generally appeal to the inexperienced. I mean, they're great at boat shows, where the number of private cabins is like, more important than having a place to store your sails."

"Who needs to store sails?" asked the

skipper of the gaff-rigged cruiser. "Everything's roller-furled!"

"Didn't I run into you at the last boat show?" asked one of my crew.

We temporarily left the comfort of the powerboat's cabin to help set more fenders and take the docklines from the new arrival. I asked Lee what actually makes a boat qualify as an "aircraft carrier".

"It's the aft cabin and raised center cockpit, so the accommodations go totally from bow to stern. Sometimes they put an engine room right under the cockpit, but everything else is cabin space. Two heads, big galley, at least three 'private' areas with double bunks. They're almost always between 40 and 50 feet long."

"I can think of a few bigger ones," I said.

"Maybe, but at 50 feet the proportions start to become reasonable again, and you can fit in the two heads and three cabins without squeezing out all the storage space. Below 40 feet, the concept just starts to look too ridiculous. But like, it's been tried in production boats as small as 26 feet."

No matter how many non-complimentary things we had to say about the aircraft carrier, though, we all had to admit that they brought the best pu-pu spread by far (that's Hawaiian for hors d'oeuvre). As a new boatowner, the skipper had to give us the tour down below. It was palatial, for a 43, but all the sailing hardware looked like it would be appropriate for a boat 10 feet smaller.

Then it was back to the big powerboat to have another round of drinks, eat more food, and watch for the next boat.

The next boat duely appeared. It was a vintage IOR racer.

"A leadmine," said one of Lee's friends from the wood cruiser.

"Look who's calling who a leadmine," I pointed out.

"We have a good excuse," said Lee. "Our boat was designed 50 years ago. That IOR boat was supposed to be state-of-the-art just a few years ago. The only reason it's so heavy is to satisfy the designer's interpretation of the version of the International Offshore Rule that was in effect at the time."

"At least it goes to weather nicely," I said, admiring the way the boat tacked through the anchorage in the steady late afternoon seabreeze. "You see, all that ballast is good for something."

"For sure," agreed Lee. "But it would be really better if they could put it all down at the bottom of the keel where ballast belongs,

"Look at that aircraft carrier,"

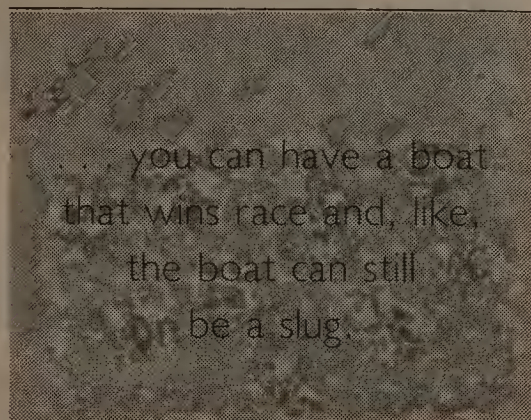
instead of closer to the top of the keel, and in the bilge. With that kind of handicap rule, you can have a boat that wins races and, like, the boat can still be a slug. For a boat with such a big sailplan, it's sad how little fun you can have driving it, especially downwind. I mean, even your boat is better at catching waves!"

I accepted the last remark as a compliment.

Since the IOR yacht elected to tie up to the starboard side of the old wood cruiser, Lee and the rest of her crew disappeared for a few minutes to protect their paint work. Meanwhile, on the powerboat, the owner started his generator so he could operate his blender. Must have made a nasty noise outside, but in the main cabin you could hardly notice it over the conversation. We watched a couple of ultra-light maxis sail by just outside the cove — a "Neiman-Marcus 68" and a "K-Mart 65", evidently engaged in a

private grudge race. K-Mart was ahead, but we don't know what kind of handicap they had to give.

The crew of the cruiser returned in time for the next round of drinks. After some



nasty comments about the sound of the generator, the powerboat skipper reluctantly shut it down.

A few more non-descript sailboats tied up to the ends of the raft, most of them duely classified as "bleach bottles" as they hove

into view. But the last boat in was a little daysailer, about 18 feet long, open except for a small cuddy. Instead of choosing one end of the raft, they put out their tiny fenders and tied up to the swim platform across the transom of the powerboat. The crew, which consisted of a family of four, proceeded to set up a boom tent to turn the entire cockpit into sleeping space. It was already getting dark, and they looked cold after their long sail to the cove. In a few minutes they were inside the powerboat's warm main cabin, rapidly catching up with the rest of the party on hot drinks and food.

Later in the evening, after many hours of opinions, debates, and conjecture about the relative merits of the assembled fleet, I had a chance to ask the skipper of the 18-foot daysailer how he liked cruising in such a small boat with two kids on board.

"There's a secret," he said thoughtfully, "to successful cruising in a small boat." He leaned back in the plush, upholstered couch, took another sip of hot mulled wine, and looked around the big cabin. "Always tie up to a much bigger boat."

— max ebb

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# OYRA/SBRA/WRA

This month we wind up our tour of the 1987 winner's circle by introducing the season champions of OYRA (MORA, IOR, PHRO, SSS), SBRA, and WRA. Translated into English, that means we'll meet the winners of four different divisions in the ocean series, as well as winners of the small boat one-design association and the women's sailing league. Admittedly, it's a disparate group — a hodge-podge of ocean and bay, handicap and level racing, men and women — but we needed to get these interviews out of the way before the next season starts. Just kidding.

In the last three issues, we've interviewed 30 different winners: hard, but satisfying work. Take it from us — it's difficult to do justice to someone's winning season, not to mention their sailing "life story", in three or four paragraphs. On the other hand, it's interesting to meet the people whose names we print in the racing results all year. Looking back on this year's crop of winners, even this month's seemingly divergent group, we're struck by how similar they really are.



# SEASON WINNERS

From 75-year-old Eric Warner to 12-year-old Matt McQueen, each winner was modest in victory, giving credit to their crew, praising their competition, and enthusiastically endorsing their boats and class associations. We remember 5-0-5 winner Chris Klein asking to include his crew Dan McDuff in the interview; ocean and bay winner Paul Altman trying to convince us not to interview him twice ("give someone else a chance!"); Jerry Ingalls' astonishment to find himself at the top of the MORA II group; and much more. To everyone concerned, it's been fun and we'll see you again when the racing season cranks up next spring.

Speaking of seasons, we're deep into the horror/pleasure of another Christmas as this is being written. Frankly, we're too exhausted and distracted to do an in-depth analysis of the health and future of each of the six different organizations we're featuring this month. We can tell you that OYRA, the Ocean Yacht Racing Association, is the umbrella organization for the following four groups: MORA (Midget Ocean Racing Association), IOR (International Offshore Rule), PHRO (Performance Handicap Racing in the Ocean), and SSS (the Single-handed Sailing Society). Next year, it looks like there will be another division in OYRA's alphabet soup: BAMA (the Bay Area Multihull Association).

Last year 117 boats competed in OYRA. According to outgoing chairman Roger Heath, participation in MORA and IOR continued to wane, while PHRO and SSS added a few new boats this year. Now, for the ultimate dodge — for more information on OYRA, call YRA at 771-9500 or the new chairman, Franz Klitza at (707) 642-1589. If you're specifically interested in MORA, call Bud Frazee at 828-7407; for PHRO call Alex Malaccorto at (408) 997-7818; for SSS call Peter Hogg at 332-5073; and for IOR call John Clausser at 443-6499.

SBRA, the Small Boat Racing Association, celebrated its 50th anniversary this summer. Sixteen one-design classes and over 215 sailors competed in the 1987 season, and we're happy to report that small boat sailing seems to be enjoying a resurgence of interest on the Bay. To learn more about SBRA, call chairman Ron Locke at 339-0387. The Women's Racing Association (WRA), the all women sailing league, continued to attract a small, but dedicated following this year. For more information on that organization, call Sue Gombasy at 842-8998.

Anyway, that wraps up our 1987 winner profiles. Our wish for the New Year is that everyone has a safe and prosperous 1988 sailing season. To all racers, good luck. And who knows, maybe next fall we'll be calling you about your winning season.

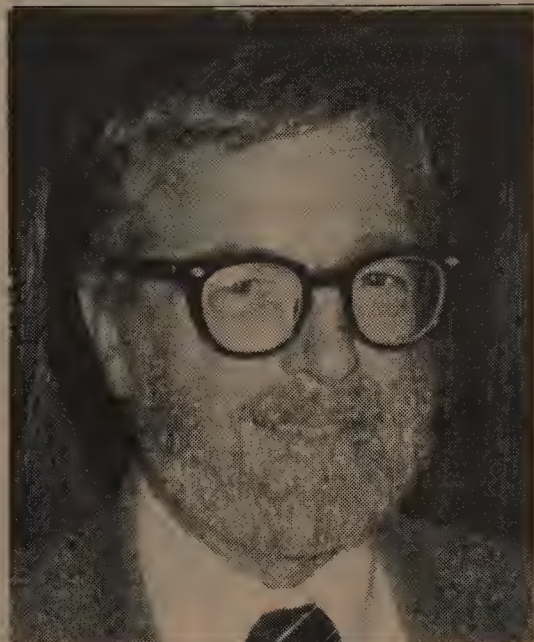
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The agony and ecstasy of ocean racing. The ride back always makes it worthwhile.

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## IOR — First Half "Petard" Farr 36



**Keith Buck**  
**Corinthian YC**

Overall IOR ocean season champion and winner of the first half — the four-race Danforth Series — was Keith Buck's Farr 36 *Petard*. "It was our most successful season yet," said Buck, who's owned the 1976 New Zealand-built fractionally rigged boat (ex-Lovelace) for five seasons. "It all came together this year — we finally learned to sail her!" But it was close — *Abracadabra* actually beat *Petard* in class in the Danforth Series, but lost to Buck's warhorse by one point for overall honors.

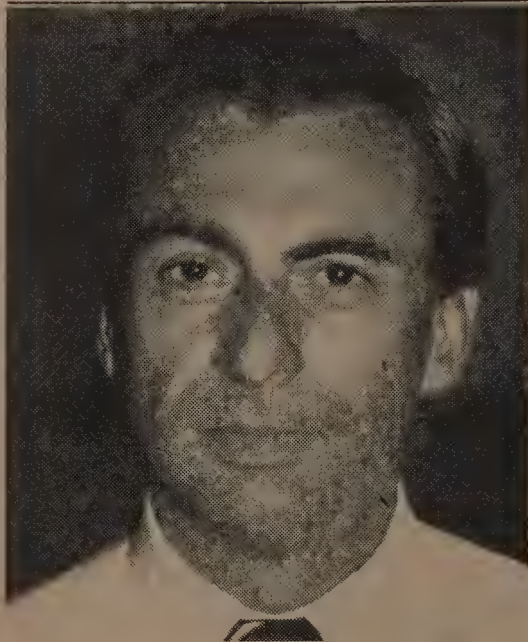
Keith didn't "pass the buck" when it came to praising his crew: he gave high marks to his regular gang of Andrew Newell, Fred Siedenberg, Chuck Warren, Katherine Kipp, and Peter Eprick. Buck, an engineer who develops medical devices, also singled out Wayne Kipp, who split the driving and tactician duties with Keith.

Buck, who previously owned a Santana 22 and a 210, happily admits that part of the secret of *Petard*'s success was "wearing down the competition by being the only boat to make all eight races". Keith characterized the ocean races this year as "pretty mellow — we didn't break anything and only had to reef once in the Farallones Race". *Petard*'s best two races — she won both overall — were the longest ones, the Montara/ Farallones and Buckner races.

Another highlight of Buck's year was a 10 week cruising vacation Down Under with Jim and Diana Jessie on their *Nalu IV*. They observed the America's Cup and then leisurely sailed about in Australia. Keith returned a week before the racing season began to ready his aptly named Farr 36 for battle. *Petard*, according to Keith, is named after the explosive device used to blow down castle walls in the old days. "It has nothing to do with breaking wind, marijuana or anything else!"

2) *Abracadabra*, X-102, Jeff Samuels, TYC; 3) *Skedaddle*, R/P One Ton, Otterson/Pingree, SFYC. (17 boats)

## IOR — Second Half "Annalise" Wylie 34 Mod.



**Paul Altman**  
**Island YC**

Winner of IOR's fall series — formally known as the Gulf of the Farallones Series — and second overall for the eight-race season by a mere 1.25 points to *Petard* was Paul Altman's *Annalise*. Altman had a busy and productive year with his modified Wylie 34, winning the IOR II class on the Bay, a division first in the Stone Cup, and other honors.

Altman, a partner in a San Leandro printing and box-making company, did virtually all of the driving during the series, which "made for some pretty long days". The biggest mistake he made this summer was skipping the Montara/Farallones Race: otherwise *Annalise* just might have ended up the overall season winner. Aside from that, Paul stuck to his basic philosophy: "We always stayed in the same ocean as our nearest competitors. We went for consistency, and never went on any wild excursions."

Altman started racing in 1976: "A friend took me out three or four times on his Islander Bahama. I loved it, and bought my first boat, an Islander 30 called *Anonymous* right after that." *Predator*, a Hawkfarm, was next. Three years ago, the Alameda resident bought *Annalise*.

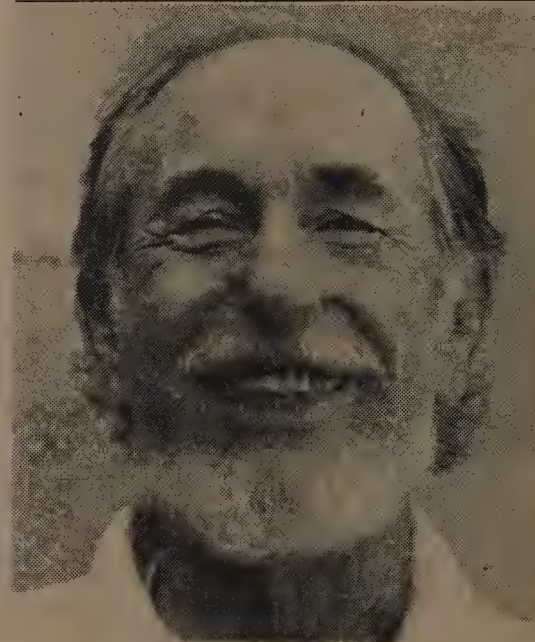
Altman's ocean crew this year included his son Eric, Grover Cady, Jeff Fine, Richer Fischer, and John Thomas.

"It was pretty nice out in the ocean this year," said Paul, who particularly enjoyed the Drake's Bay and Half Moon Bay races. "I like the races that go somewhere." Altman and his wife, Ann, also like to cruise their boat ("we load up all the toys, including the FJ") in the Delta for a week each July.

Altman's ocean crew included his son Eric, Grover Cady, Jeff Fine, Richer Fischer, and John Thomas.

2) *Petard*, Farr 36, Keith Buck, CYC; 3) *Sunstreaker*, Castro 37, Colin Case et.al., SFYC. (13 boats)

## PHRO "Maryjane" Luffe 44



**Lon Price**  
**Richmond YC**

The 10-race PHRF ocean series for "big boats" came down to a winner-take-all showdown in the last race between two entirely different kinds of boats. Lon Price's narrow ultralight *Maryjane* and Alex Malaccorto's heavy displacement Beneteau 42 *Rocinante*. *Mary Jane* beat *Rocinante* on the way down to Half Moon Bay, and when no one finished the return leg, Lon Price and crew won this year's PHRO championship.

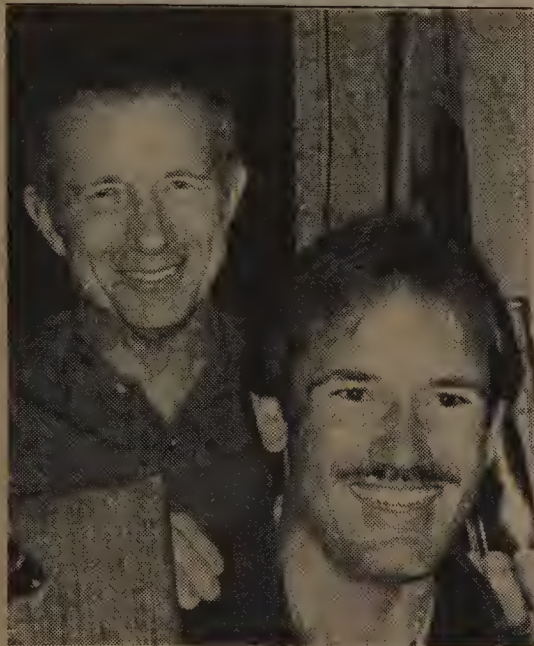
Price, a self-described asset manager, has been sailing on the Bay "seemingly forever". A member of Richmond YC for the last 37 years, Lon has previously owned a BB-10 called *Adventura*, a Bermuda 40, an IC, a Cal 20, a 110, and others. He's had his Danish-built Olaf Jorgensen-designed speedster since 1985, and taken it in the '86 Pacific Cup (a broken rudder forced *Maryjane* to return after 120 miles) and several Mexican races.

Unlike the majority of winners we interviewed, Price chose not to single out particular crewmembers for recognition. "This is a team sport — no one can win by themselves. All of my crew are really good sailors." *Maryjane* generally sailed with a crew of eight in the ocean.

Lon recently donated *Mary Jane* to the California Maritime Academy in Vallejo. He'll be moving up to a custom Luffe 48 — essentially a bigger version of his current boat — next summer. The new boat, which is being built in Denmark, will be done by February, but will be left in Europe until late June. He plans to participate in the Sjaelland Rundt, a 260-mile race around the island that contains Copenhagen. "It's the biggest sailboat race in the world — when we did it in '85 with *Maryjane* there were 1,876 entries."

2) *Rocinante*, Beneteau 42, Alex Malaccorto, IYC; 3) *Revelry*, SC 40, Dennis Robbins, RYC. (35 boats)

## MORA I "Bloom County" Mancebo 30



**Carl(l) & Mark(r) Ondry**  
**Sequoia YC**

The father/son team of Carl and Mark Ondry have paid their dues — nine straight seasons — in the midget ocean. They've always done well, sailing their Yankee 30 *Wildfire* for five seasons and more recently *Bloom County*, a custom Dave Mancebo "maxi-MORA" design. Last year, the Ondry's won MORA I, the light-boat division, but lost to Rhonda Fleming's Sonoma 30 *Kitty Hawk* for the overall championship. This year, however, *Bloom County* won all the marbles: first overall in both the Pete Smith (spring) and Golden Hinde (fall) series, as well as first overall for the MORA season.

"Maybe we should quit while we're ahead," joked Carl, a self-described "elder statesman" and former commodore of MORA. Carl, a pharmacist, and Mark, a "future millionaire" who's currently finishing a house up in Truckee, did have a hell of a season. Among other things, they "quadruple bulleted" the Stockton-South Tower Race — despite planing *Bloom County* onto a sandbar at 15 knots. "That was a real thrill!" remembers Carl, who is also in no hurry to repeat the experience.

Mark is *Bloom County*'s primary driver; Carl is in charge of just about everything else, "right down to doing the bottom before every race". John Dukat, Pam Eldridge, Paula Klipfel, and Chris Peterson were the crew. It's a noteworthy group, not only for the 50/50 mix of males and females, but for the fact that everyone on board has given a lot back to the sport of sailing. Mark, for instance, currently serves on both the MORA and PHRF boards.

The Ondry's will be back for a 10th straight MORA season next summer. They're also considering towing *Bloom County* up to Washington and Canada for a month of cruising.

2) *New Wave*, Express 27, Buzz Blackett, RYC;  
3) *Friday*, Express 27, John Liebenberg, RYC.  
(18 boats)

## MORA II "Roulette" Ranger 28



**Jerry Ingalls**  
**Berkeley YC**

Jerry Ingalls, a fourth grade school teacher in Sacramento, surprised a lot of people — including himself — by winning the heavy boat division of MORA in his first shot at it. "I could count the times I'd sailed in the ocean on one hand before this summer," said MORA's "rookie of the year".

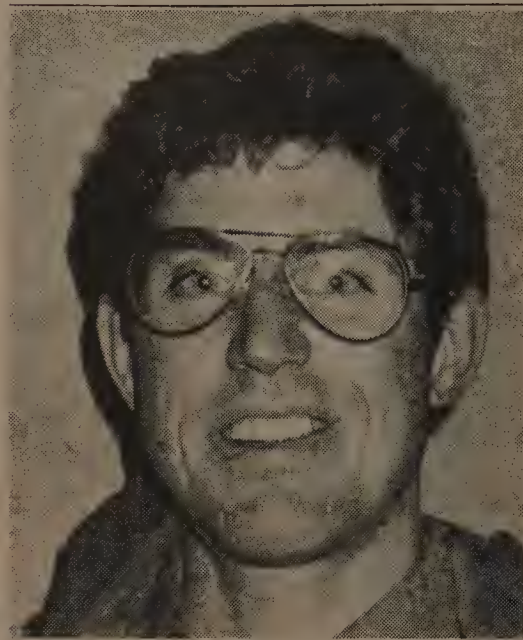
Understandably, Ingalls approached the windy first race of the season — the Lightship Race — with caution. "We decided discretion was the better part of valor, and never flew the kite. Somehow we ended up second anyway," he recalled. Ingalls and his Folsom Lake crew (Jack, Larry, Keith, Nick, Doug, Mark, Victoria, and seven other friends during the course of summer) won the next race and rapidly gained confidence in themselves and their 13-year-old Mull half-tonner. "That was when we realized we had a chance to pull it off. We sailed our butts off the rest of the series!"

*Roulette* ended up beating *Unity* by a scant one point margin for the 10 race season. In fact, Ingalls dropped out of the last race — the return leg home from Half Moon Bay — early due to the light going. "We motored up to *Unity* and congratulated Bud (Frazee) for winning the season. Only later did we find out that no one finished."

While Jerry was a stranger to the ocean until this season, he's no newcomer to sailing. He's had *Roulette* for five years, sailing her on Lake Tahoe, Folsom Lake and the Bay. Prior to that he owned a 5-0-5, a Santana 20, and a Yankee 24, which he trailered to Mexico. A month ago, Ingalls bought a used, and as yet unnamed, Beneteau 29. "Tell everyone that *Roulette*'s for sale!" said Jerry.

2) *Unity*, Capo 26, Bud Frazee, CSC; 3) *Calliope*, Cal 3-30, Dick Desmarais, Spin. YC. (27 boats)

## SSS "Quattro Equis" Farr 10/20



**Paul Steinert**  
**SSS**

Paul Steinert bought the 1985 Yankee Cup winner *Satiation* two years ago, renamed it *Quattro Equis*, and began sailing in the Singlehanded Sailing Society's races. "I'm really hardcore about sailing alone," enthused Steinert, a marine engineer with Westinghouse. A former Midwest lake sailor, Paul claims to love the challenge of singlehanded ocean racing despite learning his lessons the hard way. "I've had more than my share of wild crashes and hairy moments!"

He laughs about one memorable finish to an SSS race when — after a nasty broach — *Quattro Equis*' gooseneck broke, the spinnaker gear blew up, and the kite wrapped itself hopelessly around the headstay and subsequently destroyed the headfoil. Meanwhile, Paul managed to severely sprain his ankle and run over the finishing buoy. "It was a real fiasco — I was a hurting turkey!"

Steinert also paid some heavy dues in the '86 solo TransPac. *Quattro Equis*' electrical system failed on the seventh day out, at which point Paul headed back to California. "I went the wrong way back and got absolutely pulverized," he claimed. But Steinert intends to do the race again next summer and feels better prepared and less intimidated by the ocean this time around. "The local SSS circuit is good training for the big race."

His closest competitors were actually fully crewed Santana 35's racing in the division ahead of him. "It was always a kick to chase those guys down."

Steinert, an inveterate tinkerer, has three autohelms to chose from as well as a windvane. He's currently trying to get funding for researching and developing a more intelligent autohelm, one that would use sensors and a computer program to steer to the motion of the boat as well as to a compass course.

2) *Tainui*, Newick 40, Peter Hogg, SSS; 3) *Club Dead*, Yankee 30, Geoffrey Faraghan, SSS. (9 boats)

## SBRA 5-0-5



**Chris Klein(l)/Dan McDuff(r)**  
**Richmond YC**

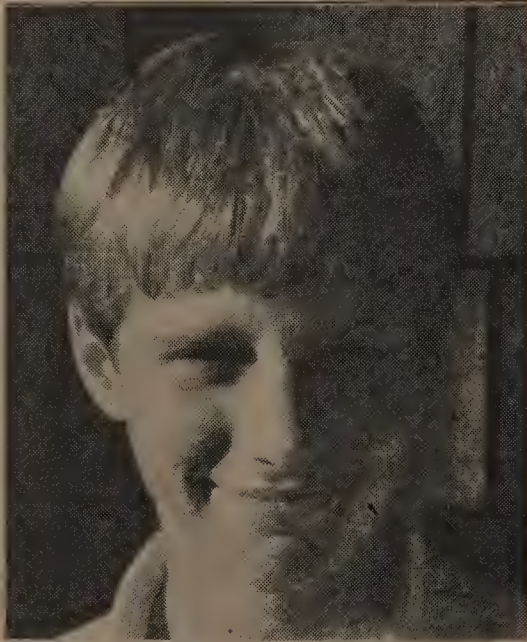
Chris Klein, 29, and Dan McDuff, 28, have been sailing together off and on since they were classmates studying mechanical engineering at Cal Poly. This is the second full season the that the duo has campaigned Klein's nine-year-old Howard Hamlin-built 5-0-5, *Trauma Mama*. It's also their second straight championship in one of the healthier and more competitive SBRA fleets. "Don't get the idea we're necessarily the best," said Chris. "Dan and I are persistent — we won by going to all the regattas."

Klein, the local 5-0-5 fleet captain, must have inherited his sailing skill and modesty from his father, familiar Bay racer Bob Klein. Chris — his 5-0-5 buddies have nicknamed him "Sonny Boy" (derived from his father's handle: "Big Daddy") — grew up sailing with and against Craig Healy, John Kostecki, and other Richmond YC junior sailors. When he was still a teenager, he sailed with the Truman family in the '76 SORC on *Moonshadow*.

McDuff, on the other hand, picked up sailing while in college, and is now an accomplished board and dinghy sailor. Klein took the time to develop McDuff's skills, an investment that's beginning to pay off nicely. "Chris taught me much of what I know about sailing. Maybe we get along so well on the boat because he trained me his way," said Dan.

Both men enjoy the thrills of racing a high performance dinghy on the Bay. They also enjoy the camaraderie of the fleet, and are eagerly anticipating their upcoming field trip, along with four other local 5-0-5 teams, to the Worlds in Australia (see *The Racing Sheet*). "I'm primarily a dinghy sailor," Chris claimed, "and I'm going to keep racing 5-0-5's as long as I physically can."

## SBRA El Toro Jr.



**Matt McQueen**  
**Richmond YC**

Matt McQueen's still four years away from getting his driver's license; he's six years away from voting; and he's nine years away from drinking his first legal beer. Yet, at age 12, the freckle-faced, red-haired Huck Finn look-alike has already got more sailing trophies ("I think about 20") than most of us get in a lifetime.

Like his sailing idol, John Kostecki, Matt's a product of the Richmond YC junior sailing program, which he claims is "the best on the Bay". He began sailing a leaky old El Toro, #148, when he was five years old and entered his first race in March of 1983. These days, the Danville seventh-grader alternates between his second El Toro (a green and white one called *Bullfrog*), a Laser, a Laser II (*Child Abuse*), and his family's wood H-28 *Tar Baby*.

Matt's goals this summer were to win his third consecutive SBRA El Toro Jr. title and beat the kingpin of the El Toro Sr. fleet, Dennis Silva, in a race. The two divisions start together, and by mid-summer, Matt was beating Silva regularly. In fact, Matt won their last eight meetings. Eager for a new challenge, Matt jumped into the Laser class for the last SBRA race. Despite being the youngest and the lightest (95 pounds) sailor in the 22-boat fleet, Matt came in second in the four-race weekend regatta.

Matt finds time for little else — "just homework and sometimes soccer" — besides sailing. His program for next summer includes the Cal 20 junior nationals and a shot at the Bemis USYRU doublehanded youth championships. "I want to sail as much as I can. I'd like to be a professional sailor someday," he claimed. "And I want to thank my parents for everything, especially driving me to all the regattas!"

## WRA "Hot Spunk" J/24



**Vicki Sodaro**  
**San Francisco YC**

The five-year-old Womens Racing Association doesn't have an overall season winner *per se*; rather, they have a spring series winner and a fall series winner. Because the fall series is still underway, and because the spring series was much better attended, we decided to interview the spring series winner, Vicki Sodaro.

Vicki Sodaro won the WRA Spring Series (there's no overall) with Linda Lockwood, Catherine Collins, Pauline Remillard, Lisa Levine, and, on occasion, Katherine Kipp. Sailing her J/24 *Hot Spunk*, Sodaro missed some races but still placed second in the five race, one throwout spinnaker division of the WRA series. The full-time mother and part-time Hood Sails bookkeeper then walked away with the sail-off between the top two boats in each each division (spinnaker and non-spinnaker) to claim the spring series title.

Vicki is already on to other programs — namely having her second child and pursuing an Adams Cup campaign. She and her husband Robin, a sailmaker that she met in 1980 through J/24 sailing, are expecting the new crewmember on December 16. It'll be none too soon for Vicki ("I feel like a blimp! Also, you wouldn't believe the heartburn you get from sailing pregnant!"), who'll be going to Florida — with the kid — to crew in January's Adams Cup for Southern Californian Suzanne Spangler.

Sodaro, who taught Spangler sailing when they both were involved with the Newport Harbor YC junior sailing program, won the 1978 women's intercollegiate sailing title with co-skipper Susie Klein when she was attending Berkeley. Vicki's also done her time in the ocean, including three Cabo races and the '83 TransPac on *Earl of Mar*. Though hardly militant about single-sex sailing ("you miss all the good jokes"), Sodaro enjoys the women's sailing circuit when it fits her schedule.

2) Skedaddle, Ranger 29, Nancy Farnum; 3) **Pep-permint Patti**, Merit 25, Gail Vial. (16 boats)

2) John Gilmore, RYC; 3) Rich Butler, DSC. (26 boats)

2) Rebecca Harris, RYC; 3) Melina Hoyer, RYC. (16 boats in two divisions)

# OYRA/SBRA/WRA SEASON WINNERS

## ONE-DESIGN SEASON CHAMPIONS

### ODCA

ARIEL — 1) Tempest, Gast/Healy, SFYC; 2) Jubilee, Don Morrison, RYC; 3) Sin Bin, Wally Graham, SFYC. (11 entered; 9 qualified.)

CAL 25 — 1) Cinnabar, Ed Shirk, BYC; 2) Whimsical, Dave Stone/R. Danskin, BYC; 3) Rainshadow, Brian Battuello, BYC.

CAL 29 — 1) Grand Slam, Fred Minning, IYC; 2) 20/20, Phil Gardner, EYC; 3) Boog-a-loo, Nancy Rogers, SFYC. (10 entered; 10 qualified.)

CATALINA 27 — 1) II Shay, John Jacobs, StFYC; 2) Freya, Ray Nelson, RYC; 3) Catalyst, Ed Durbin, RYC. (10 entered; 7 qualified.)

CATALINA 30 — 1) Biophilia, David/Charles Gallup, EYC; 2) Revision, David Jacoby, MBYC; 3) Imua, Jon Carter, EYC. (9 entered; 6 qualified.)

CHALLENGER — 1) Shay, Rich Stuart, SCC; 2) Osprey, Jim Adams, SCC; 3) Rurik, George Gromeeko, SCC. (7 entered; 6 qualified.)

CORONADO 25 — 1) Ventura, Ernie Dickson, RYC; 2) Naressia, Tosse/Green, BYC; 3) Meniscus, Auber/Crawford, BYC. (6 entered; 6 qualified.)

ERICSON 35 — 1) Good Times II, Barry Bevan, RYC; 2) Rainbow, Craig Brown, SYC; 3) Wanderlust, Bruce Munro, StFYC. (10 entered; 7 qualified.)

EXCALIBUR — 1) Merlin, Adam Gambel, StFYC; 2) Howlin' Owl, Van Jepson, IYC; 3) Sans Egal, Dennis Root, SCC. (5 entered; 4 qualified.)

GOLDEN GATE — 1) Fledgling, Michael Bonner, BVBC; 2) Pajarita, Rob MacDonald, BVBC; 3) Sanderling, Bob Counts, CYC. (8 entered; 7 qualified.)

HAWKFARM — 1) Cannon Ball, Rick Schults, RYC; 2) El Gavilan, Jocelyn Nash, RYC; 3) Osprey,

Closner/Brereton/Mulcare, SFYC. (11 entered; 9 qualified.)

ISLANDER BAHAMA — 1) Alternative, Michael Sheets, GGYC; 2) Artisan, Ken Speers, CSC; 3) Menchune, Sandra Harris, CSC. (7 entered; 7 qualified.)

ISLANDER 28 — 1) Jose Cuervo, Team Hock, SYC; 2) Sagitta, Fred Conta, TYC; 3) Shanghai, Ken Jesmore, SFYC. (7 entered; 6 qualified.)

ISLANDER 30 II — 1) Current Asset, John Bowen, IYC; 2) Antares, Larry Telford, BYC; 3) Killindini, Don Drummond, RYC. (9 entered; 6 qualified.)

MERIT 25 — 1) Chesapeake, James Fair, BYC; 2) Paddy Murphy, James Reed, IYC; 3) Red Line, Jerry McNult, IYC. (8 entered; 8 qualified.)

MOORE 24 — 1) Wet Spot, Michael O'Callaghan, StFYC; 2) Anna Banana, Joe Durrett, NPYC; 3) Gail Force, Gail Kinstler, RYC. (7 entered; 5 qualified.)

OLSON 25 — 1) Pearl, Bill Riley, TYC; 2) George, Steve Roberts/Greg Ballard, CSC; 3) Fast Freddie, Wyatt Mathews, CSC. (13 entered; 6 qualified.)

OLSON 30 — 1) Killer Rabbit, Bill Coverdale, StFYC; 2) Think Fast, Al Holl, MYCO; 3) Assoluto, Rudy Schroeder, TYC. (13 entered; 7 qualified.)

RANGER 26 — 1) Mytoy, Dave Adams, PYC; 2) Mariner, Bruce Darby, StFYC; 3) Consultation, Dave Fullerton/Grover Sams, IYC. (7 entered; 6 qualified.)

TARTAN 10 — 1) QE III, Richard Bates, SFYC; 2) Non Sequitor, Rudi Binnewis, CSC; 3) Sportin' Life, Greg Pfeiffer, RYC.

THUNDERBIRD — 1) Windjimmer, Jim Graham, GGYC; 2) Ouzel, Michael Sheets, BYC; 3) Crazy Jane, Doug Carroll, GGYC. (5 entered; 5 qualified.)

TRITON — 1) Sleepyhead, Paul Wells, PISPYC,

2) Captain Hooke, Tom & Dave Newton, VYC; 3) Hulaki, Alex Cheng, SYC. (12 entered; 10 qualified.)

### WBRA:

BEAR — 1) Chance, Glenn Treser, AYC; 2) (tie) Trigger, Scott Cauchors, SFYC; 2) (tie) Smokey, Steve Robertson, StFYC. (11 entered; 11 qualified.)

BIRD — 1) Robin, D.G. Drath, SFYC; 2) Kookaburra, Jim Van Dyke, Stockton, SC; 3) Curlew, Robert Rogers, SYC. (6 entered; 4 qualified.)

FOLKBOAT — 1) Folkdance, Charles Kaiser, GGYC; 2) Galante, Otto Schreier, SYC; 3) Freyja, Ed Welch, GGYC. (16 entered; 10 qualified.)

JOD — 1) Profit, Henry Mettler, SFYC; 2) Undine, Robert Grigsby, StFYC; 3) Bolero, George Degnan, RYC. (9 entered; 7 qualified.)

### SBRA

EL TORO SR. — 1) Dennis Silva, RYC. (32 entries)

OC SUNFISH — 1) Bob Cronin, DSC. (5 entries)

LIGHTNING — 1) Mark Patty, DSC. (9 entries)

LASER — 1) Jack Gross, DSC. (37 entries)

FJ — 1) Dave Wallace, FSC. (35 entries)

DAYSAILER — 1) Ivan Rusch, PAYC. (15 entries)

T4 — 1) Tom Edwards, RYC. (13 entries)

FIREBALL — 1) Craig Perez, RYC. (12 entries)

CONTENDER — 1) Al James, LERA. (7 entries)

SNIPER — 1) Warren Wheaton, StFYC. (15 entries)

LASER II — 1) Bart Harris, DSC. (15 entries)

THISTLE — 1) Ron Smith, SJSC. (14 entries)

WABBIT — 1) Ken Desenberg, RYC. (4 entries)

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# Latitude 38

Latitude 38

# Some Like

## the california to mexico

Latitude 34 and Latitude 38's first-ever "Some Like It Hot" California to Mexico Cruiser's Rally is off to a blistering start. As you can see from the list below, 150 entries had finished between November 1 and December 22. At least double that number is expected before the Rally — and the season — is over.

The information on boats and skippers comes to us from the Mexican 'sponsors', Gil and Karen at Papi's Deli in Cabo San Lucas. In



Gil and Karen with their newest cruiser.

addition to handling the Cabo Net, Gil and Karen are about the best possible friends a cruiser could have in Mexico.

For those of you who don't remember, the "Some Like It Hot" Rally is open to all boats sailing (you can motor, too) from California to Mexico between November 1 and approximately the end of January. There is no registration or entry fee; you simply sign up at Papi's Deli when you arrive in Cabo.

All skippers of "Some Like It Hot" entries were to have received one of the 360 free souvenir t-shirts from Latitude 34 and Latitude 38. Unfortunately, shipping delays resulted in not everybody getting one. We're going to try to catch you deserving skippers at Baja Haha Race Week or in Cabo on your way back home to the States.

Karen and Gil, however, weren't about to forget the first mate of each entry, who receives a free ice cream cone. It's their way of throwing out the welcome mat to cruisers.

We're also delighted to announce that the good folks at West Marine Products have generously donated three handheld VHF radios to be awarded to Rally winners. How does somebody win the West Marine handhelds? Well, as you might expect with a Rally to Mexico, the fastest boat is not the winning boat. To keep this a friendly rather than a competitive Rally, the criterion for winning remains a mysterious secret with Karen of Papi's. Ultimately the winners will be identified in *Latitude*.

The boats below are listed in the order they checked in at Papi's. We don't know about you folks, but we think it makes for fascinating reading. It certainly gives unprecedented factual information on what kind of boats folks are cruising to Mexico. Those of you with modest budgets might note the number of people cruising in boats 30 feet and under.

In most cases, the city listed represents a boat's hailing port rather

than the owner's hometown. Thus Ventura, San Francisco and Seattle aren't really experiencing a population flight.

Papi's and *Latitude* will be maintaining the list throughout the season. When the season is over, the entire list will be framed and hung on the wall of Papi's Deli. We intend to make it the start of a long tradition.

Yes, there will be a "Some Like It Hot" Rally next year, which by popular demand of the powerboaters, will include them in some way, too. We also expect there'll be additional sponsors. The only company we had time to contact this year was West Marine who, as we mentioned, responded so generously.

According to Karen, the big news in Cabo has been the dredging of the Inner Harbor. The dredging means that authorities have forced all the cruising boats to move to the Outer Harbor. The problem is that the Outer Harbor is almost entirely filled with mooring buoys that have been rented for the season. Faced with a 20 minute dinghy ride to town, many cruisers have moved on after just a day or two. If all went well, the dredging was completed at the end of the year and the boats could return to the Inner Harbor.

Basically it's been warm winter days in Cabo with cool nights. December 20 featured strong winds and a very heavy rain. No boats dragged. Two days later, when it was sunny and calm, Papi's got several emergency calls — we told you they take care of cruisers — that boats were dragging. That's Mexico for you; mysterious.

Does the list below represent the entire number of cruising boats in Baja? Not by a long shot. The good folks on *Weatherly* sent us a list of boats that had been seen in the Puerto Escondido area between October 1 and November 15 — which means virtually no duplication with the Rally list. There were 152 boats on *Weatherly*'s list. Still missing would be all the boats in La Paz at that time, perhaps 150; and, all the boats in San Carlos and other places, perhaps another 200.

If you're beginning to suspect that those boatowners might know something you don't know, perhaps it's time you consider participating in next year's "Some Like It Hot" Rally with your own boat.

1. Nancy C / Tayana 37 / Buzz Hauber / Ventura
2. Capella / Polaris 43 / Janet McDaniel / Monterey
3. Estrada / Challenger 35 / Jacob Maltsberger / Ventura
4. La Picante / Vagabond 38 / Joe Staniford / San Francisco
5. Fram / Samsom 49 / Ralph Mansen / Seattle
6. Trinity / 40-ft Brown Searunner / Bob Ocegueda / San Fran.
7. Xanthippe / Valiant 32 / Lou Schlegel / San Diego
8. Darsi / Tri-Star 39 / Carole Palmer / Seattle
9. Pali / 56-ft sloop / Mike Schneider / San Diego
10. Skylark / Westerly 35 / Steve Jackson / San Francisco
11. Viva / Freedom 40 / Peter Jowise / Richmond

# it's Hot!

## cruiser's rally

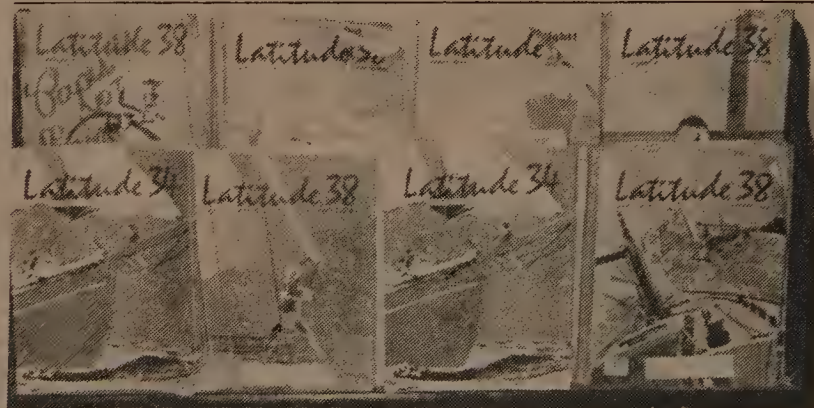
*Papi's Deli*

**West Marine**

*Latitude 34*

12. Misfit / Islander 36 / Tim Stapleton / Sausalito
13. Scorpio / Islander Trader 38 / George deBarcza / Delaware
14. Zeus / MacGregor 65 / Hal Nelson / Alameda
15. Companion I / Piver 36-ft tri / Gary Gagne / Victoria
16. Naiad / Farr 44 / Phil Trebil / San Francisco
17. Hiatus / Freeport 41 / Bert Harriott / Oakland
18. Seahawk / CSY 37 / Brian O'Neill / Dana Point
19. Kialoa II / S&S 73 / Kevin McGrath / Berkeley
20. Centolla / Sceptre 36 / Arne & Elaine Abrams / Seattle
21. Gusto / Swan 441 / Peter & Peggy Noonan / Sausalito
22. Hubba Hubba / Catalina 30 / Bill Christoph / Oceanside
23. Janelle Marie / Formosa 56 / John Bosearello / San Francisco
24. Ariel / Tradewinds 40 / Hugh & Anne McIntyre / M. del Rey
25. Puffin / Baba 30 / Jim & Rosemary Pollacek / Portland
26. Champagne / Swan 371 / Jud Imhoff / Port Arthur, Texas
27. Sagacious / Columbia 50 / Charles May / San Diego
28. Sea Dreamer / Roberts 44 / Bob & Wilda Arnold / Victoria
29. Teki Jek / Reliance 44 / Gary & Char. Graham / Vancouver
30. Homer's Odyssey / Fraser 41 / Stan & Lynn Homer / Victoria
31. Neptune's Lady / 49-ft DeFever / W. Wallace / San Francisco
32. Syrenity / 39-ft ketch / Cal & Freddie Loveless / San Francisco
33. Genesis / Baba 30 / Greg & Kathy Wines / Seattle
34. Rat Bas / Gaff Schooner / Curt Ashford / Seattle
35. Misty Sea / Young Sun 35 / Harris Freihon / San Francisco
36. Ikimasho / Hans Christian 41 / Jim Earman / Oxnard
37. Polka / Polka 42 / Willem & Bea Kesteloo / Holland
38. Stella Polaris / Seawind 31 / Bruce Quintin / Seattle
39. Boudicca / C&C 40 / Lawrence Lambert / Victoria
40. Barbara Joyce / 24-ft Yankee Dolphin / John Wadman / S.D.
41. Delphinae / 40-ft Roberts Spray / Pete Norman / Vancouver
42. Reward / Lidgard 44 / John & Heather Lidgard / Auckland
43. Valkyrien / Westsail 32 / Allan Olsen / Portland
44. Furiant / Pacific 40 / Rod Schwab / Vancouver
45. Winddancer / Tayana 37 / Jack & Sylvia McMillen / L.A.
46. Willow / Westsail 32 / Don & Brenda Platz / Seattle
47. Adelante / Hunter 27 / Dave Goddard / Santa Barbara
48. Lady Miclin / Tayana 37 / Michael & Linda Sweeney / Seattle
49. Aurora / Valiant 40 / Al & Barb Raichard / Seattle
50. Nunziata / Gulfstar 36 / James & Lele Cline / Ventura
50. Lunar Glow / Jim Brown 37 / Daryl Olson / Oxnard
51. Michaelanne / Islander 36 / Michael & Anne Kelty / Alameda
52. Sonrisa II / Cascade 36 / Ken Cairry / Portland
53. Peregrine / Inter. Folkboat / Chuck Bennett / Alameda
54. Typhoon / 45-ft custom / John & Sandy Olsen / Long Beach
55. Laurie B. / Cal 2-29 / John Alford / Point Richmond
56. Tamahnous / Grand Banks 42 / Bill Marks / Sequim, WA
57. Sadko / Roberts 35 / Vince Vokal / Vancouver
58. Finesse / Cheoy Lee 30 / Mike & Mary Ann Duffy / Newport, OR
59. Beleza / O'Day 37 / George & Connie Pichel / Dana Point
60. Spirit / Pearson 424 / Jerry Williams / Sausalito

61. Panache / Niagra 35 / Doran Cushing / San Pedro
62. Tahanan / Cape George Cutter / Bob Marston / Canada
63. Odyssey / CSY 44 / Don & Donna Caster / Santa Barbara
64. Mercator / Herreschoff 46 / Jim Beckman / Los Angeles
65. Tim Shel / Spencer 42 / Norm Stump / Seattle
66. Solus / Tayana 37 / Jerry & Jan Moore / Medford, OR
67. Mithril / Roberts 43 / Don & Vonnice Baumgartner / B-ham, WA
68. Jubilation / Hans Christian 38 / Al Butler / Long Beach
69. Luna / Islander 37 / Bob Coulter / San Diego
70. Testa Dura / Roberts Offshore 44 / John Buchiazio / San Fran.
71. Moondancer / Seawolf 44 / Richard Benedict / Portland
72. Shimbuni / Spray 40 / Don Lefler / San Francisco
73. Endeavor / Garden 46 / Bill Henry / Seattle
74. Concorde II / Westsail 32 / Fred Wenland / Ventura
75. Genesis / Young Sun 35 / Dan Machlan / Seattle
76. Melusine / Yaquina 35 / James McAlpine / Oak Harbor, WA
77. Shahr / Haider 26 / John Holmberg / Seattle
78. Vaquero / Alden 32 / Bruce Pease / Sydney
79. Plumcake / 33-ft Gaff / Don Reinhart / San Francisco
80. Gambit / 41-ft Piver Tri / David Jones / Vallejo
81. Vahana / Sea Maid 45 / Rob MacLachlan / Vancouver
82. Vito Dumas / Int. Folkboat / David Emery / Santa Cruz
83. Mr. Grover / Samson Sea Mist 32 / Rich Harders / Palo Alto
84. Mithril / 37-ft Steel Cutter / Steve Smith / Port Ludlow, WA
85. Spot / Gail Sloop / Jerry LaCroix / San Francisco
86. Spring Moon / Sail Cutter 41 / A. T. Warawa / Vancouver
87. Windshadow / Yamaha 30 / R. Keith Sangsler / Vancouver
88. Planetes II / Benetau First 32 / Dick White / Vancouver
89. Jatimo / Odyssey 30 / Jan Miller / San Francisco
90. Bonhuer / Bristol 29 / Joe Bourdet / San Francisco
91. Destiny / CT 35 / Hubert Schoenherr / Long Beach



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92. Broad Reacher / Freedom 28 / Al MacDiarmid / Alviso
93. Eun - Mara / Seabird Yawl / R.B. McCullough / WA
94. Tumbleweed / Catalina / L. Krause / Ventura
95. Amelia / Pearson Vanguard / Keith Brovold / Ventura
96. P.J.'s Dream / Vagabond 47 / Peter Wyllie / Canada

# SOME LIKE IT HOT CRUISER'S RALLY

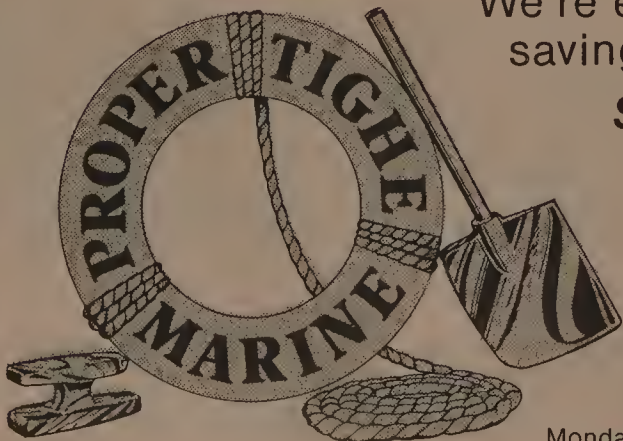
- |  |  |
|--|--|
| <p>97. Alegria / Tayana 37 / Norman Padgett / Los Angeles<br/> 98. Chaos / Columbia 26 / J. Bradley King / San Diego<br/> 99. Walhachin / Olympic 47 / Fred Williston / Vancouver<br/> 100. Annie Lyon / Crocker 40 Schooner / Rosemary Hanks / FL<br/> 101. Blew Bayou / LaFitte 44 / Dick Raczuk / Oxnard<br/> 102. Sirius / WSK 42 / Earl Gale / Los Angeles<br/> 103. Skiathos / Valiant 40 / Bud Trestle / San Francisco<br/> 104. Semiramis / Santa Cruz 27 / Robin Jeffers / Stillwater Cove<br/> 105. Connemara / Yankee 30 / Tom Peargin / San Francisco<br/> 106. Cor Leonis / Spencer 35 / Steve Millar / Vancouver<br/> 107. Albatross / Custom 34 / Mike Gover / Bainbridge Is., WA<br/> 108. La Bronca / CT 47 / Eduardo Gazman / Bend, Oregon<br/> 109. Journeyman / Angleman 36 / Carl Wesson / Ventura<br/> 110. Royal Sceptre / Sceptre 41 / Ray Kowallis / Oxnard<br/> 111. Phognician / Peterson 46 / Jerry Cessor / San Diego<br/> 112. Seanest / Westsail 43 / John Greenlees / Channel Islands<br/> 113. Tuconna / Catalina 30 / Ed Wheelock / Dana Point<br/> 114. Cuckoo's Nest / Formosa 41 / Nick Fender / Marina del Rey<br/> 115. Domileta / Alajuela 38 / Scott Hamilton / Seattle<br/> 116. Sinclair Lewis / Yamaha 33 / Tom Mickel / Seattle<br/> 117. Wind River / Hudson 50 / Roger Whitacre / St. Louis, MO<br/> 118. Whisper / Columbia 36 / Payton Coffin / Long Beach<br/> 119. Iliopotissa / 42-ft Schooner / Mikos Daroukakis / Vancouver<br/> 120. Shawondasee / Samson 65 Sch. / Harrison Walker / Ventura<br/> 121. Mara / Cheoy Lee / Alexis LeMaire / Santa Barbara<br/> 122. Yatagan / Swan 38 / Marvin Thomas / Seattle<br/> 123. Blue Seas / Catalina 30 / Robert Hansen / Los Angeles</p> | <p>124. Nunga / Westsail 32 / David Nicholson / Vancouver<br/> 125. Carey-On / Endeavor 37 / Robert Carey / Oakland<br/> 126. Mirage / Gale Force 33 / Myles Parkinson / Alaska<br/> 127. La Caravelle / Beck 40 Ketch / Roy Hubecky / San Diego<br/> 128. Nugget / Cal 28 / Greg Heath / Dana Point<br/> 129. Miguel I / Pacific Seacraft / Joe Clarke / Vancouver<br/> 130. Akvavit / Confessa 32 / Bob Owen / Montreal<br/> 131. Lionwing / Freya '39 / Beau &amp; Annie Hudson / Sausalito<br/> 132. Fourth of July / Coaster Schooner / Dick Warden / San Fran.<br/> 133. Wakhuna / Hans Christian 38 / Barney Register / San Fran.<br/> 134. Wanderjahr II / Peterson 44 / Dennis Schultz / Dana Point<br/> 135. Elakha / Spencer 1330 / John Tincombe / Vancouver<br/> 136. St. Cloud III / Cal 33 / Ernest Mathes / Ventura Keys<br/> 137. Aku Ankka / Ericson 32 / Glenn Horne / Seattle<br/> 138. Puesta del Sol / Peterson 46 / Robert Membreno / Alameda<br/> 139. Nua-Nua / Triton / Edward Davies / Seattle<br/> 140. Storm Passage / Alberg 29 / Allan Buss / Victoria<br/> 141. Spray Venture / Roberts Spray 40 / Steve Daly / Victoria<br/> 142. Malaika Moja / Hartley Fijian / James Wright / Vancouver<br/> 143. Black Silver / Steiner 58 / Allan Adams / Long Beach<br/> 144. Akimbo / Ketch / Gil Stewart / Philadelphia<br/> 145. Morning Wing / Sloop / Jerry Anderson / Portland<br/> 146. Rover / Sloop / Bob Beardsly / Portland<br/> 147. Irish Rover / Cutter / Pat Riley / Seattle<br/> 148. Tarquin V / Reliance 37 / George Johnston / Victoria<br/> 149. Sea Fever / Amazon 37 Cutter / Rick Johnson / Benicia<br/> 150. Reaction / Sloop / John Hall / Vancouver</p> |
|--|--|

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# THE RACING

In the following six pages, we have brief reports on a bunch of windy midwinter races, including the **BYC/MYCO Midwinters**, the **SCC Midwinters**, and the **Golden Gate YC Midwinters**. Also, we scraped together items on the **Southern Cross**, the upcoming **5-0-5 Worlds**, a **Kenwood Cup** preview, **Tom Blackaller's** latest victory, and the usual smattering of **Race Notes**.

## Blackaller Wins the Cup

Sausalito's Tom Blackaller won the "celebrity division" of the Red Lobster Cup in Sanford, Florida over the weekend of December 5-6. Blackaller — who expressed amazement when we confessed that we'd never heard of the event before — claimed it was "the biggest yachting event of the year". Until he cracked up laughing, we were almost ready to believe him.

The three-race light air series pitted seven celebrity sailors against each other in wing-

Blackaller and his two-man crew (USA alumni Tom Ducharme and Russ Silvestri) posted a 5,1,2 record to squeak by *Blue Yankee* Admiral's Cup skipper Steve "Benji" Benjamin. The playing field was less than ideal, but it was at least a change of pace for the globe-trotting rockstars. According to Silvestri, "Lake 'Mud Row' is the pits. It's a muddy reddish-colored lake — six feet deep on average — which occasionally has alligators swimming in it."

The seven celebrities also put on a well-attended sailing seminar the night before the regatta. Among the topics discussed were the America's Cup (Blackaller), TransPac (Robbie Haines, who sailed on *Blondie*), and the Olympics (Dave Ullman). There wasn't much time for anything else except sailing, but Ullman, as usual, managed to sneak in some golf. Blackaller, meanwhile, took his crew to Disneyworld.

"It was a fun deal," said Blackaller, who has no immediate sailing plans other than possibly doing MEXORC on *Mongoose*. The former 12 Meter skipper is busy these days trying to develop a small boat harbor on the Sausalito waterfront. "We'll have hoists and facilities for running regattas in Richardson Bay, among other features," he said.

Results of the Red Lobster Cup: 1) Tom Blackaller; 2) Steve Benjamin; 3) Robbie Haines; 4) Dave Ullman; 5) J.B. Braun; 6) Morgan Reeser; 7) Dick Tillman.

## Southern Cross Update

As we go to press, the word from Down Under is that the U.S. team of *Sidewinder*, *Jubilation*, and *Drake's Prayer* is in a distant fourth place overall after three buoy races and the medium distance race. The last race, the heavily weighted 630-mile Sydney-Hobart Race, and the series will be over by the time this issue hits the streets.

*Jubilation*, Jack James' Frers 54, is currently in 9th place on an individual basis, posting scores of 2, 6, 13, and 25. The dismal 25th place was due to overstanding a mark by an hour in the medium distance race. The

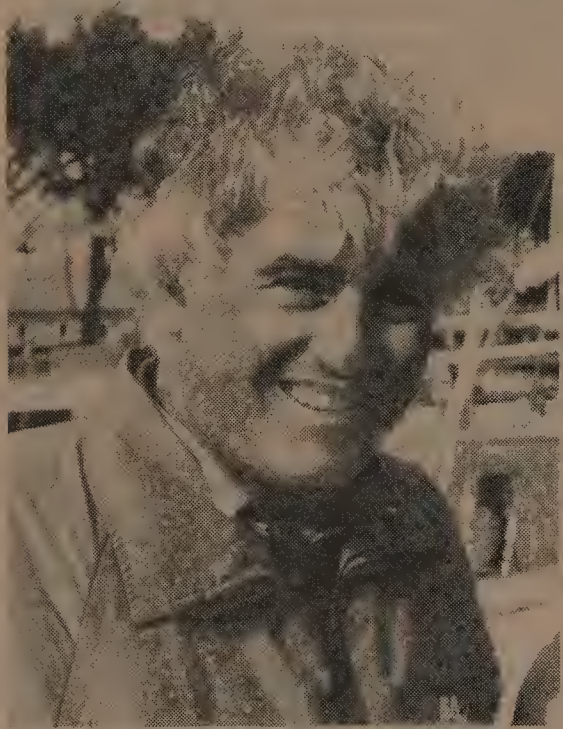


other thing we heard is that a brand new Farr 50 is supposedly getting the best of the four-year-old Paul Cayard-driven design.

*Drake's Prayer* hasn't been any help: Jaren Leet's chartered Dubois 43 was holed at the start of the first race and had to sit out the first three races. Then, before the start of the fourth race, she blew out her mainsail and had to return to the dock for her spare. After starting late, Leet didn't have a "prayer" — we think his boat finished last.

*Sidewinder*, team captain Randy Short's hot Reichel/Pugh 45, is doing well, apparently finishing in the top five or six seats in each of the first four races. If that's true, we're not sure how our sources have them in sixth place overall. We're also hearing rumors that she hit a rock in the middle distance race and may have tweaked her hull.

But the real action with *Sidewinder* is taking place on shore. After the second race, Short's boat was penalized 10 percent of her



RILL PARKS

Tom Blackaller; from 12-Meters to 'Mongoose' to Hunter 26.5's.

keeled Hunter 26.5's on Lake Monroe, a muddy, shallow lake near Orlando. Billed as the largest inland regatta in the country, which may or may not be true, the event is part of the local festivities leading up to the Citrus Bowl football game. Thirty classes — mainly dinghies — and 388 or so boats competed in the racing, which not coincidentally was sponsored by an East Coast restaurant chain named The Red Lobster.



LATITUDE/RICHARD

505 at play on the Bay. This class was 'wet and wild' long before the Uncola.

placings for having an IOR measurement stamp on her mainsail that disagreed with her certificate. The error was in the midgirth measurement on the measurer's stamp, which overstated the number slightly. The sail conformed, however, to the certificate, and the affair should have been attributable to a measurer's error.

Instead, the Cruising Club of Australia chose to hand out the 10 percent penalty, as well as some kind of public statement comparing *Sidewinder's* "cheating" to the well-publicized incidents of rule-breaking at the 1987 Admiral's Cup. Understandably, none of that sat too well with the American team, so they withdrew from the series before the fourth race. The race committee, in a surprise move, then cancelled that race at the starting line by shooting off three guns. Five hours later, after the committee apologized

to the *Sidewinder* team and got rid of the misguided official that instigated the inappropriate proceedings, the U.S. team rejoined the series.

If all the foregoing sounds a little vague, it should. It's fifth-hand information from the local North loft, based on a conversation *Jubilation* crewman and North employee Duncan Kelso had with his wife last night. Who knows, maybe some of it's actually accurate. We'll bring you the full story next month.

### U.S. Yacht Club Challenge

Who's the best yacht club in the country? That's the question that the U.S. Yacht Club Challenge seeks to determine on April 6-10 in the waters off Newport Beach. Hosted by the Newport Harbor YC and sponsored by Rolex Watch U.S.A., the event will pit 12 yacht clubs against each other in a five-race series to be sailed in identical Schock 35's.

This will be the third biennial running of

the challenge: previous winners were Eastern YC (Marblehead, Mass.) in 1984 and Newport Harbor YC in 1986. The 12 yacht clubs competing for the title — not to mention the Rolex watches — this year include the aforementioned two, as well as five California clubs (Balboa, Cal, Long Beach, San Diego, and St. Francis) and five others from around the country: Chicago, Larchmont (NY), Manhasset Bay (NY), Bayview (Detroit), and Bay Waveland (Mississippi).

Entries were selected by a committee headed by Bill Ficker, one of the founding fathers of the regatta as well as a past America's Cup winner (who can forget that "Ficker was quicker" in 1970 with the wooden *Intrepid*?). Invitees were chosen based upon racing achievements of their members, regattas they've hosted, service of their members in major yachting organizations, the quality of their junior sailing program, and their club facilities. It's an elite group that gets the nod for this event: you won't find the sailing team from the local Moose Lodge — or our yacht club for that matter — on the guest list.

The U.S. Yacht Club Challenge is unique in that it is designed to be a true club event, rather than another "showcase" regatta for rockstars. The rules state that each crew member must be a *bona fide* member of the club they represent and that sailors who have won the America's Cup, the Congressional Cup, an Olympic medal, or an Olympic-class world championship may not touch the helm. Even so, the event has attracted some of the best-known sailors in the world, including Dennis Conner, Tom Blackaller, Bruce Nelson, Robbie Doyle, and others. Skippers and crews of this year's field will be announced soon.

### 5-0-5 Worlds

Five Bay Area 5-0-5 teams will head for Sydney, Australia at the end of January for three weeks of sunny, windy summer sailing. At stake are the International 5-0-5 Pre-Worlds, the Australian NA's, the Pacific Far East Championship, and ultimately the World Championship. The racing begins on January 29 and ends on February 17.

The U.S. will be represented by 12 teams: six from the East Coast, five from the Bay Area, and one from Southern California (Howard Hamlin and catamaran sailor Jay

# THE RACING

Glaser). Local teams going down under are Bruce Edwards and Dave Shelton; John Gilmore and Jim Wondolleck; Chris Klein and Dan McDuff; Tom Poore and Stuart Park; and Jeff Miller and Bruce Heckman.

Miller, the American 5-0-5 class president, and Heckman appear to have the best chance of the five teams. Miller, with Jim Maloney crewing, placed 6th in last year's Worlds, which were held in a variety of wind conditions in Finland. Last September, Miller and Heckman beat 30 boats in the 5-0-5 Pacific Coast Championship in Los Angeles.

Miller, a 32-year-old biochemist, is about the same age as the 5-0-5 class, which now numbers over 8,200 of the 1954 John Westell-designed thrill machines. He's been hooked on the 16.5-foot, 280-pound planing dinghy since he first crewed for Dennis Surtees in a Palo Alto YC race back in 1969. He's owned five different "five-o's" since then and is completely dedicated to the class. "The caliber of competition is quite high, and the people are more friendly and open than in the Olympic classes," claimed Miller.

Some fellow speed addicts, such as Chris Klein, feel that Miller just might be the man to beat in the Worlds. "We're told to expect seven-foot seas and 25-knot winds. We're all bringing plenty of spare parts and we'll try to stay out of the water, which is shark-infested. But Bay sailors tend to do well in windy conditions, and Jeff — particularly with Bruce, who's a big crew — is the best of us," said Klein.

## Santa Cruz YC Midwinters

The second race in the five-race Santa Cruz YC midwinter series was to have been held on December 19. Unfortunately, the race was called off because the harbor entrance had shoaled over and was deemed impassable. Apparently, there was only 3 feet of water in the middle of the channel at low tide, and in a minus tide you could walk from one side to the other without getting your knees wet.

"There was a minus tide of 1.2 feet at 4:00 in the afternoon on the day of the race, so we didn't have much choice but to call it off," said race chairman Rob Franks. This was the first time in the two-year history of the SCYC midwinters that a race was called for that



reason. The remainder of the series will be sailed on January 16, February 20, and March 19.

52 boats in two divisions sailed the first race, a 6.8 mile affair held in "sunburn weather", on November 21. Results of that race follow:

DIV. I (PHRF under 145) — 1) **Octavia**, SC 50, Stewart Kett; 2) **Animal House**, Olson 30, Tom Akrop/Matt Lezin; 3) **Kabala**, Olson 30, Jay Bennett; 4) **Pacific High**, Custom 30, Dennis Bassano/Don Snyder; 5) **Poopsie**, SC 27, Lu Lee.

DIV. II (PHRF over 145) — 1) **Adios**, Moore 24, Scott Walecka/Dave Hodges; 2) **Mooregasm**, Moore 24, Dave Joselyn; 3) **Speedster**, Moore 24, Jim Samuels; 4) **Mercedes**, Moore 24, unknown; 5) **Elena**, Moore 24, Dan Nitake.

## 1988 Kenwood Cup

For our money, or lack of it, the biennial Kenwood Cup in Hawaii is the closest thing we've seen yet to an IOR heaven on earth. It's coming around again on July 30-August 13 and the Royal Hawaiian Ocean Racing Club (RHORC) has already received its first

One more time! 'Margaret Rintoul III' (now 'Tomahawk') enters hyperspace at the '82 Clipper (now Kenwood) Cup. Still our favorite sailing photo.

entry — Australian Lou Abrahams' Dubois one tonner *Ultimate Challenge*.

This will be the sixth edition of the former Clipper Cup and, on paper at least, it's shaping up as quite possibly the best one yet. The International Class "A" Yachting Association, better known as the leadmine maxi group, will be there as the regatta counts as 50 percent of their annual world championship for 1988. *Kialoa*, *Ondine*, *Boomerang*, *Matador*, and *Sovereign*, a new Pedrick 81 from Australia, will almost certainly be among the ten or so maxi's in attendance. Also, there's an outside chance that there will be a class for ULDB maxi sleds.

England will almost certainly field what will be the first-ever team from Europe, thanks to a \$100,000 contribution from the regatta sponsor, the Japanese-based Kenwood Corporation. The U.K. earned the money —



LATITUDE/RICHARD

enough to ship 2 of the 3 boats on their team — by being the highest scoring European team in the Admiral's Cup. There's also a "strong possibility" of a German team, as well as some individual European yachts such as the heavily sponsored Danish X-2 tonner *Original Beckmann Pletfjerner*, making the trek to Hawaii.

Commercial sponsorship, using the same guidelines as were used without major problems at the Admiral's Cup, will be openly allowed for the first time. The RHORC expects all the Australian and New Zealand teams, as well as any European teams, to be sponsored. It'll be interesting to see if any U.S. boats follow suit.

There are a few other minor changes — such as the option of choosing crew weight or crew number to optimize human ballast — but mostly the series, including the controversial Around-the-State Race, remains the same. That's fine with us — if it works, don't fix it.

For further information, and possibly a snappy Kenwood Cup poster or a free stereo system, contact Ken "Woodie" Morrison, Executive Director, RHORC, P.O. Box 88648, Honolulu, Hawaii, 96830.

### Race Notes

The first biennial **Long Beach to Kauai**

**Race** is scheduled to start on June 25. Co-hosted by the Long Beach and Nawiliwili (Kauai) yacht clubs, the event will be sailed in even years and is open to IOR and PHRF yachts. Like this summer's other TransPacs (the Vic-Maui race also on June 25 and the West Marine Pacific Cup on July 4th), this race will double as a feeder to early August's Kenwood Cup. Interested? Call Dr. Robert Kelleher at (213) 598-9401 or Phil Murray at (714) 964-7680.

Crime doesn't pay: the owner and crew of the Judel/Vrolijk one tonner **I-Punkt**, which was caught redhanded with a blatantly illegal water-ballasting contraption in last August's Admiral's Cup, recently were punished by the RYA (Royal Yachting Association, England's equivalent of our USYRU). Owner Thomas Friese was disqualified from RYA racing for ten years, probably the harshest sailing penalty ever meted out in England. The 11-man crew was banned for seven or three years, depending on the extent of their involvement in the scandal. Sentences of some crewmembers — last minute additions and those described as "not in a position to do anything about it" — were suspended.

Clearly, the RYA intended to make an example out of Friese and his crew, who stunk up the course at the Admiral's Cup (21st out of 42 boats) on top of being hoisted by their

## DECEMBER MIDWINTER RESULTS

### WRA Race

The fifth and final race of the Women's Racing Association fall series took place in light air on November 28. Ten boats participated in the Sausalito Cruising Club-hosted event, which began and ended at Little Harding. Shirley Temming, sailing an unnamed Olson 25, walked away from the fleet by playing left field on the upwind leg to Yellow Bluff. She went on to win by two and a half minutes over series leader Sue Gombasy.

DIV. I (spinnaker) — 1) **No Name**, Olson 25, Shirley Temming; 2) **Cracked Crab**, J/24, Sue Gombasy; 3) **Rajin' Cajun**, Merit 25, Gail Vial. (5 boats)

DIV. II (non-spinnaker) — 1) **Rolling Stone**, Catalina 22, Rebecca Danskin; 2) **Mytoy**, Ranger 26, Barbara Adams; 3) **Gusly**, Santana 22, Pat Bykoff. (5 boats)

### SCC Midwinters

Despite an ugly weather forecast, the second Sausalito Cruising Club midwinter attracted 45 boats in 7 divisions. For the short 5.6 mile course (start at Little Harding, a beat to Crissy, a run to Knox, and finish), the skies cleared and the wind settled down into the 15-knot range.

Results of the small spinnaker division are still up in the air: only one of the 11 boats in that fleet observed the general recall and restarted. Other boats in the division apparently are protesting the way the recall was handled.

The next SCC midwinter race is on January 2. A make-up race on March 19 has been added to the schedule to take the place of the windless non-race of a month ago.

DIV. I (spinnaker) — 1) **Sundance**, SC 27, Rob Moore, IYR; 2) **Absolute 80**, Wylie 33, Keith MacBeth, SCYC; 3) **Surprise**, Hunter 34, Jon Rolien, Presidio YC. (9 boats)

DIV. II (spinnaker) — 1) **Neblina**, Cal 28, Neil Mosher, CSC. All others DNF. (11 boats)

DIV. III (non-spinnaker) — 1) **Zephyr**, Cal 2-27, Bruce Nesbit, RYC; 2) **Shazam!**, Santana 22, Bud Sandkulla, IYC; 3) **Amanda**, Newport 30-2, Pat Broderick, IYC. (6 boats)

**COLUMBIA CHALLENGER** — 1) **Shay**, Rich Stuart, SCC; 2) **Osprey**, Jim Adams, SCC; 3) **Rurik**, Norman D. Carter, HMBYC. (3 boats)

**GOLDEN GATES** — 1) **Sanderling**, Bob Counts, SCC; 2) **Pajarita**, Robert MacDonald, BVBC; 3) **Chewink**, Timothy Donnelly, BVBC. (7 boats)

**TRITONS** — 1) **Cyrene**, Chris Wahl, SCC; 2) **My Way**, Lowell Jett, SCC; 3) **Bolero**, Ely Gilliam, BVBC. (4 boats)

**BEARS** — 1) **Circus**, Robert Jones, SCC; 2) **Whatabear**, Thomas McCarthy, (none); 3) **Huck Finn**, Bruce Chase, StFYC. (5 boats)

# THE RACING

own petard. Rumors about cheating in European offshore racing are rampant — the prevailing sentiment seems to be “bend the rules any way you can; it’s only cheating if you get caught”. Accordingly, in announcing the penalties, the RYA stressed that they would happily impose even worse penalties on anyone attempting to follow in the footsteps of the *I-Punkt* crew.

Colin Case’s three-month-old custom Schumacher 36, **National Biscuit**, will arrive in the Bay Area on January 7. Case

pulled the plug on the Mexican race circuit and instead is having the boat shipped north on Highway I-5. The *Biscuit* is scheduled to make its local racing debut in the Corinthian midwinters on the weekend of January 16-17.

The **59th Annual SCYA Midwinter Regatta** — arguably the biggest midwinter regatta in the civilized world — is coming around again on February 13, 14, and 15. At last count, 82 classes are scheduled to compete in seven geographic areas: Santa

## DECEMBER MIDWINTERS — CONT'D

### MYCO/BYC Midwinters

Saturday, December 12, was one windy day. Winds gusting over 100 miles an hour closed the Golden Gate Bridge and SFO. Buses were blown over; trees and telephone poles were uprooted. The top five floors of the TransAmerica Pyramid were carried away, and several Pacific Heights mansions were later found in Daly City.

Only mad dogs, Englishmen, and the *Latitude 38* photo boat dared to go out on the Berkeley Circle for the second weekend of the Metropolitan/Berkeley YC’s midwinters. It was brutal sailing, the kind that separates the champs from the chumps. Most boats stuck with their smallest steel-belted radial storm sails, but some — such as the J/24 *Sgt. Schultz* (see *Sgt. Schultz’ Wild Ride* elsewhere in this issue) — actually set kites and went for the warp speeds. It was an expensive ride for some, such as Mike Bruzone, whose Express 27 *Desperado* blew its mast into three pieces. But replacing the mast will be cheap compared to the bill we’re sending him for the tow to the Berkeley YC.

Seriously, our hat is off to anyone who even left the harbor that day. The next day, Sunday, wasn’t nearly as windy, but the race committee, which was as tired of the blow-out conditions as the racers, cancelled the second day of racing anyway.

DIV. A — 1) Hot Licks, Hobie 33, John Walker, Stockton Sailing Club. (4 boats)

DIV. B — 1) Wave Train, Olson 911S, Rick Caskey, BYC; 2) No Name, J/30, Harry Blake, TYC; 3) Limelight, SC 27, David Peddy, no club. (6 boats)

DIV. C — 1) Zeti, Choate 27, Robert Hubes, no club. (4 boats)

DIV. D — 1) Intrepid Fox, Cal 34, Tim Fitzmaurice/Ken Richards, Cal Sailing Club. (2 boats)

DIV. E — All DNF (5 boats)

ISLANDER 36 — 1) Blue Streak, D.R. Schumacher; 2) Windwalker, Shoenhair/Borten/Gilliam. (8 boats)

SANTANA 35 — 1) Dance Away, Robert Bloom; 2) Flexible Flyer, Mike Creazzo; 3) Ragtime, Hal & Nancy Caplener. (5 boats)

OLSON 30 — 1) Saint Anne, Richard Heckman; 2) Think Fast!, Albert Holt; 3) Hotstreak, Don Young. (6 boats)

CATALINA 30 — 1) Fat Cat, Seth Bailey. (2 boats)

NEWPORT 30 — 1) Achilles, Schultz/Schock; 2) Wahope II, Walt Wilson; 3) Roquefort, Bob Marshal. (9 boats)

EXPRESS 27 — 1) Frog in French, Kame Richards; 2) Summer Palace, Brandon Meyer; 3) Yeofy, Ellef Redstone. (14 boats)

CAL 2-27 — 1) Zephyr, Bruce Nesbit. (4 boats)  
J/29 — 1) PinStripe, Mike Dwyer; 2) Polsticker, Kirk Denebeim. (4 boats)

MERIT 25 — 1) Xanadu, Bill Glaes. (2 boats)

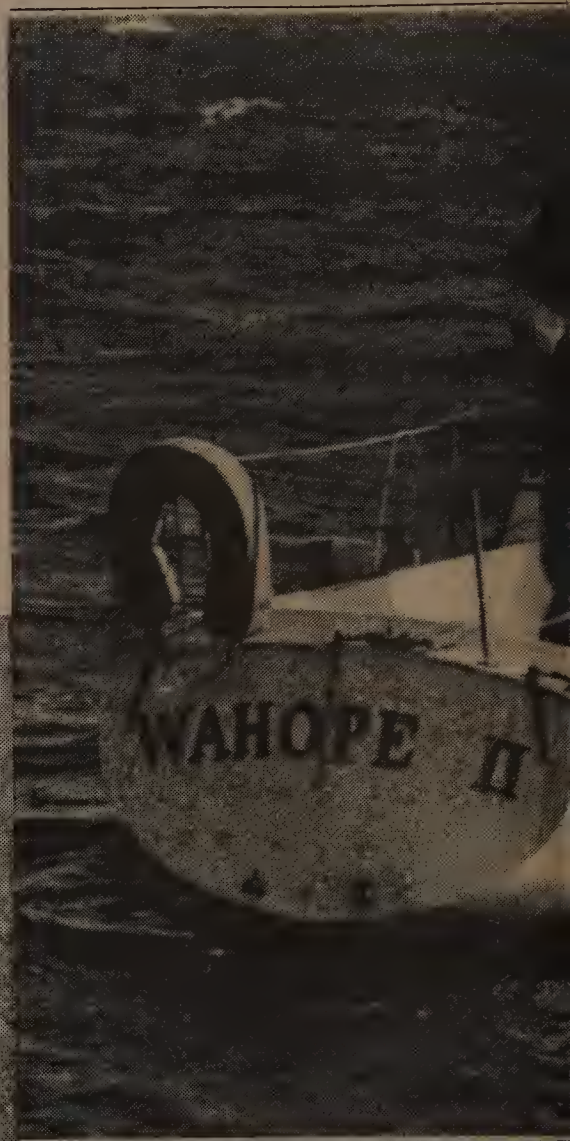
J/24 — 1) Waa-Pee, John Kostecki; 2) American Beauty, Ray Delrich; 3) Bohica, La Horguel/Otterson. (11 boats)

SANTANA 22 — 1) Gust Buster, John Orfali. (2 boats)

### Golden Gate YC Midwinters

Despite *Latitude*’s prediction of gentle breezes and sunny skies, the second GGYC midwinter race was yet another windy, ebb-tide bash. Only 59 of the 148 boats in the regatta showed up for the December 6 race — we figure that the majority of racers woke up, looked at the series of blustery, rainy fronts rolling through, and went promptly back to bed.

Too bad for them. It actually turned out to be a fine day as the skies cleared for a few hours and the wind stayed in the low 20’s. Unfortunately, however, the racing wasn’t all that interesting — the average number of



starters in the 14 divisions was four, and in the southerly breeze and big ebb there wasn’t much straight upwind work. Most boats only tacked twice during the two-hour race.

But the race was plenty exciting for two boats, both of which were forced to drop out while leading their divisions. Peter Cunningham’s J/29 *Power Play* retired with a broken boom and a shredded kite, while Walt Wilson’s Newport 30 *Wahope* dropped her rig following a banana-split.

“It just wasn’t our day,” said *Wahope* crewmember Jon Ballard. After rounding Crissy and setting the chute, they lost control as they skidded through the mini-potato patch caused by the upwelling ebb just east of the Gate. “We rounded up as a puff hit us, then rounded down — next thing we knew we were sporting the crewcut look!” exclaimed Ballard. The deckstepped mast jumped out of its step as a spreader collapsed and then gracefully fell in one piece over the side. After clearing up the mess — the mast was unbent and will be reusable — *Wahope*’s crew began motoring back to Sausalito . . . and ran out of gas.

After two races (and with two more to go)



Whoops! Walt Wilson's 'Wahop II' sporting the new 'crewcut look'

Our panel of experts predicts that the winner of the Sea Weed Soup Perpetual Trophy for the best overall record in the GGYC Manuel V. Fagundes Invitational Midwinter Regatta will be Harold Dow's Farr 10/20 *Fast Company* in PHRF 2. *Esea Rider*, Joe Schmidt's Santana 22, may technically end up with the best record, but it's doubtful that this prestigious, if bizarrely named, trophy would go to the winner of a three-boat fleet. Remember, you read it here first.

The next GGYC midwinter race will be on January 3. Division results, in order of starting sequence, follow:

IOR I — 1) Bondi Tram, Frers 41, Peter Stocker, StFYC; 2) Blade Runner, R/P 47, Bill Twist, StFYC; 3) Irrational, Peterson 41, Dan Donovan, SCYC. (4 boats)

EXPRESS 37 — 1) Melange, S.W. Chamberlin, EYC; 2) Any Sunday, Pat Donnelly, GGYC; 3) Pazzo Express, Bill Ormond, StFYC. (4 boats)

IOR II — 1) Wildfire, Ranger 37 Mod., John Klausner, BYC; 2) Leading Lady, Peterson 40, Bob Klein, RYC; 3) Petard, Farr 36, Keith Buck, CYC.

(4 boats)

PHRF I — 1) Punk Dolphin, Wylie 39, Jonathan Livingston, RYC; 2) Tres Equis, 1st Class 10, Rick Lowrey, SYC; 3) Yucca, 8 meter, Hank Eason, SFYC. (10 boats)

PHRF II — 1) Fast Company, Farr 10/20, Harold Dow, EYC; 2) Starlight, Capri 30, Ron Lee, IYC; 3) Tonopah, C&C 37. (4 boats)

TARTAN 10 — 1) Waverunner, Krawiec Campbell, IYC; 2) Non Sequitor, Rudi Binnewies. (2 boats)

PHRF III — 1) Louise, Etchells 22, Bill Erkelens, StFYC; 2) Another Girl, Etchells 22, Len Delmas, StFYC; 3) Wavetrain, Olson 911S, Rick Caskey, BYC. (5 boats)

PHRF IV — 1) Strike Slip, Merit 25, Will Prescott, Stanford Sailing Club; 2) Anna-Banana, Moore 24, Joe Durrett, N.Pt. (2 boats)

PHRF V — 1) PDJ-One, Cal 29, Joe Brooks, GGYC; 2) 20/20, Cal 29, Phil Gardner, EYC; 3) Pussy Footin', Cal 34, Dick Horn, MYCO. (9 boats)

IOD — No starters.

KNARR — 1) Huck Finn, Mike Erlin, StFYC. (2 boats)

PHRF VI — 1) Perezoso, Excalibur, Linda Kasper; 2) Jambalaya, Ranger 26, John Rivlin, GGYC; 3) Serillos, Islander 28, Lee Wood, Presidio YC. (6 boats)

PHRF VII — 1) Calaban, Cal 20, David Green, Bay View YC; 2) Lelo, Santana 22, Emile Carles, OYC. (3 boats)

SANTANA 22 — 1) Esea Rider, Joe Schmidt, SJYC; 2) Gusto, Jon Bykoff, RYC. (2 boats)

Barbara Channel, Santa Monica Bay, L.A./Long Beach Harbor, Newport Harbor, Dana Point, Westlake, and San Diego. It's a midwinter's dream for thousands of participants; it's the stuff of nightmares for the lone cub reporter assigned to cover it. Entry forms are available at any SCYA yacht club. For more information, call regatta chairmen Lorin Weiss at (714) 642-2758 or Rod Woods at (714) 540-5588 (both are daytime numbers).

Want to learn how to race better? Short of quitting your job and sailing every day, one of the best things you can do toward that goal is to enroll in the **North U. Fast Course**. Between January and April, North will offer the seminar 38 times in 18 states and 18 Canadian provinces. The popular North U. Fast Course was first given in 1978 and has apparently been completely revised for the coming season.

In Northern California, the course will be offered in the Bay Area on January 23-24. Call the local North loft for details.

Cervesa Circuit newsflash: the seventh biennial **San Diego to Manzanillo Race**, 1,100 downwind miles to Mexico beginning February 6, currently has 11 paid-up entries. According to SDYC race chairman Fred Delaney, "we know of 11 more boats that have hotel reservations in Mexico, but that haven't gotten around to entering yet". Delaney, who can be reached at (619) 543-9050, expects over 30 boats to compete. **MEXORC**, meanwhile, hasn't received any entries yet, but that doesn't worry race organizer Jeff Littell. "About 20 boats have expressed interest in MEXORC, but in the true *manana* spirit of the event, no one's actually sent in any money yet," said Littell, who's sitting by the phone, (714) 955-2710, waiting to field your questions.

Got a spare \$2,500 burning a hole in your pocket? Into nostalgia? That's the tuition for five days at the recently opened **Dennis Conner 12-Meter Sailing School** in San Diego. You probably won't see Conner, but you'll get to sail on his old yachts, **Liberty** and **Stars & Stripes '86**. You'll get a video of yourself sailing on a 12-Meter — sure to be a collector's item, especially if these former America's Cup yachts go the way of slide rules and buggy whips. Ultimately, when you graduate you'll get a diploma personally autographed by the big man himself!

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# CHANGES IN

With reports this month from **Zig-Zag** canaling through Europe; **Foxy Lady** in Fiji; **Plum Cake** 40 miles west of Baja; **Liberty** in North Carolina; a **CSY Charter Boat** in the British Virgins; **Renaissance** in Tonga; **Nalu IV** in Malaysia; **Teal** in Southern California; **Denouement** in New Zealand; and, **Cruise Notes**.

## **Zig-Zag — 44-ft Brewer Ketch Conrad Goetsch et al Cruising the Blue Danube (California)**

September 20, 1987 in Istanbul marked the end of a voyage down the Danube River for myself and crew Peter Bartolo, Christine Sears, Sergio Lazzara and Marlies Schmidt. The trip had begun at San Francisco's Pier 39 in September of 1986.

I had decided to ship the boat from San Francisco to Spain, and thus began searching for the proper shipping company in the fall of '86. I contracted with a company to ship the boat from Oakland to Valencia, Spain. However, I was required to furnish the cradle, one approved by a marine surveyor for the insurance to be valid.

The base of the cradle was constructed at

construction took four days with the help of a professional carpenter and his tools.

Zig-Zag then went back into the water and was used to tow a float big enough to support the cradle to an Oakland pier where the crate was unloaded by the shipping company to await the arrival of the ship. Zig-Zag's masts were lowered, using an A-frame which is kept aboard the boat, and stored on the gallows. Everything else was made secure or stowed below-decks.

Zig-Zag motored to Oakland on the shipping date. The cradle was hoisted aboard the ship first, then Zig-Zag. After being lashed down, the arrangement was inspected and approved by the marine surveyor. We went aboard for final stowing and bolted all the hatches closed.

The ship's voyage to the Mediterranean port of Valencia took almost a month. We met the ship, went aboard, opened the hatches, connected the batteries, and prepared the boat for motoring. We were instructed to get into the cockpit, after which we and the boat were lifted from the ship's deck to the water. The engine was started, the horn was sounded, and we motored to a nearby marina to raise the masts.

Costs at that point:

\$16,500 for loading, shipping and unloading.

\$1,500 for the cradle and time at boatyard.

\$360 for shipping insurance.

\$225 for the marine surveyor.

\$370 for wharfage in Valencia.

That total is \$18,955.

Zig-Zag is a 22-ton steel ketch which takes up 50x15 feet of ship space and requires a very heavy cradle. Shipping a smaller and lighter boat would have been considerably less expensive. Especially one small enough to take only the space of one shipping container.

After the masts were raised and the boat readied for sea in Valencia, Zig-Zag was mostly motored to Estepona, Spain (near Gibraltar) in November of '86 for wintering and final readying.

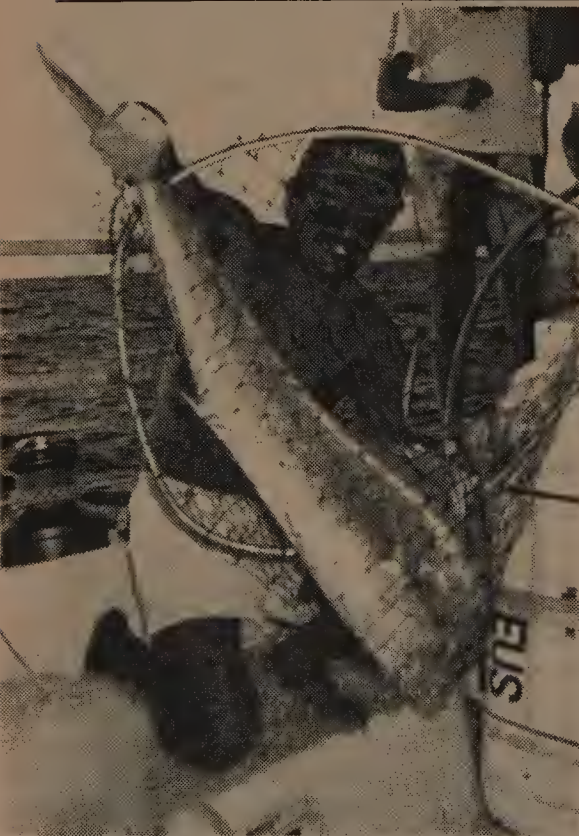
We departed Estepona in March of '87, stopped for a haulout, and obtained our



visas for France. To help with the language and knowledge of Europe, we took Sergio Lazzara of Rome aboard as crew. We proceeded up the coasts of Spain and France to Sete, west of the mouth of the Rhone river. The masts were lowered and stowed, the boat put in canal configuration, and we entered the canal system.

Incidentally, excellent maps of the French canal system, with legends in French, English and German (*Les Editions du Plaisancier*) are available from Henry Vagnon, B.P. 27, 69641 Caluire, Cedex, France. Another very useful book, *Inland Waterways of France*, giving the distances, lock widths and numbers, clearances and other general information for all French canals, is available from Imary, Laurie, Norie and Wilson at Wych House St. Ives Huntingdon, Cambridgeshire, England. The latter also has a series of pilot books for yachts covering all of the Med.

Fortunately, Zig-Zag has a draft of 5.5 feet, as the maximum for the canals is six



COURTESY ZEUS

Nice dorado from the Rhine River. Hardly. This one was snagged from 'Zeus' during the recent Cabo race.

Svendsen's yard in Alameda. Zig-Zag was then set on the base and the remainder of the cradle constructed around her. Cradle



police! All of this made the 50-mile trip rather expensive: \$8,750. Again, a smaller boat would have been much cheaper.

From Regensburg on the Danube, we went downstream to Austria. The German Water Police told us that only about 20 yachts a year go down the Danube, very few of them the size of *Zig-Zag*. In Austria we stopped in Vienna and obtained visas for Czechoslovakia, Hungary, Yugoslavia, Bulgaria and Romania. At the Russian consulate we applied for permission to visit Russia's Black Sea port, Odessa. After two weeks we were told that Moscow wouldn't reply, so we gave up and continued down the Danube.

Austria had the last of the regularly spaced locks; after that there are just two in Yugoslavia and one in Romania. During the whole voyage we went through a total of 221 locks.

After spending two months on the Danube portion of the trip, we raised the mast at Braila, Romania, about 100 miles from the Black Sea. We entered the Black Sea at Sulina, the last town in the Danube Delta.

Clearances in and out of the Eastern Bloc countries and cities was somewhat complex and bothersome, but the officials were courteous and friendly. People throughout the Eastern Bloc countries were friendly. Marlies' German helped as there are German-speaking people throughout the region.

Fuel after Budapest was by jerry cans only. Meat was difficult to find after Yugoslavia. We were able to get our mail at American Express offices. Money was obtained by purchasing traveller's checks at American Express offices (as far as Vienna) and by VISA cash advances.

Mooring along the way took some ingenuity. Vienna was very difficult; only reluctantly were we able to stay in the commercial harbor. In Budapest we paid \$30 a day for a city pontoon so we could be near the center of town. Pontoons in Bulgaria and Romania were frequent and free, as were most moorings throughout the trip. We also moored to barges and once to a Russian tug. With 200 feet of hose and a variety of connectors, we had little trouble obtaining water.

After departing the Danube Delta at Sulina, we made one stop in Romania and two in Bulgaria on the way to Istanbul,

feet. Maximum height allowed for bridges and tunnels is 11.5 feet; our height was 11 feet. Our beam of 15 feet is two short of the maximum of 17 feet. *Zig-Zag's* steel hull could also take groundings and considerable banging about without damage.

The lateral canal from Sete joins the Rhone river which now has sufficient locks to tame the current and to make the upstream passage relatively easy. There is no charge for the use of the locks. Leaving the Rhone river, we traveled by the Soane river and the Rhone/Rhone canal across the canal system summit (1138-ft and 108 locks from Sete) to the Rhine River.

We took a short side trip up the Rhine to Basil, Switzerland. Because of the swift, current and heavy traffic, the voyage down the Rhine was probably the most hazardous part of the trip. We were joined by a second European, Marlies Schmidt, a German girl who speaks good English, at this point. Marlies had met Peter at the Eagle Cafe in San Francisco when she was vacationing in

You probably didn't think you could cruise a 55-ft ketch through Europe, did you?

the States.

Marlies' help in translating the signs and maps, and monitoring the radio, were a big safety factor.

We went down the Rhine and crossed the French/German border below Strasborg, having gone through 164 locks. The Rhine is free-flowing in Germany, without locks. After the Rhine, we went upstream in the Main River and Main-Danube Canal to Nurnberg (205 locks by now).

On the way to Nurnberg, we stopped at Schweinfurt and arranged for a transport company to move *Zig-Zag* by truck for the 50-mile section of the Main-Danube Waterway that won't be completed until 1992. The transport companies here do general transport work and are not specialists in boats. Because of *Zig-Zag's* beam, weight and height, a special route had to be checked out and the truck escorted by

# CHANGES IN

Turkey. Istanbul was the end of the roughly 3,000 nautical mile journey.

I have lived aboard the boat since its construction in Holland in 1972. *Zig-Zag* took nine years to reach San Francisco; four years cruising in Europe, then across the Atlantic to the Caribbean, up the east coast of the United States, through the Erie Canal, the center of Chicago and down the Mississippi River to New Orleans. This was followed by cruising up and down the east coast, the Bahamas, and finally through the Canal and up the coast to San Francisco in 1981.

After five years in San Francisco Bay, the cruise to the Danube was begun. Arrival in Istanbul last year completed my years of living aboard and cruising. I have sold *Zig-Zag* to Peter Bartolo, who plans to continue cruising.

— conrad goetsch 10/19/87

Conrad — Even though your account is of the 'just the facts' style, it has our mouth-watering. We plan to contact you soon for more details on what certainly has been one of the more unusual 15 years of boat ownership we've ever heard of.

## **Foxy Lady II — Ericson 32 Brian, Jan, and Brian Jr. Caldwell Malolo Iailai, Fiji (Honolulu)**

A quick note in response to your request for information on Pacific Marine Yacht Consultants' 'Yacht Help' in Suva, Fiji. As far as we're concerned, these folks should be the first stop — after checking in — for every yacht entering Suva.

Jeff Norton is a real friend and help to all yachties. He provides an outstanding service and can obtain parts and equipment more economically than anyone. If it's available in Fiji, Jeff knows where.

To date, Jeff has done the following for us:

- ✓ Sold an outboard engine for me in two days that I'd previously had advertised for three weeks.
- ✓ Provided the workmen and supplies for a new dinghy floor, one that turned out better than the original.
- ✓ Coordinated the purchase of a new Maxwell/Nilson windlass and chain, and had it delivered to the wharf at less than I could have got it in Auckland where they are



One of the best things about any tropical charter is snorkeling. There are plenty of calm water spots in the Virgins.

made.

✓ Jeff even tracked down a new windsurfer mast and harness for my son, and had it delivered overnight from Nadi.

After five years in Hawaii and three years in the South Pacific, I would sure love it if there were organizations like Jeff's in every country! Pacific Marine Yacht Consultants' address is Box 13107, Suva, Fiji; the phone number is 311982; the telex is FJ2314; and, they monitor Channel 71 from 0830 to 1700 Monday through Friday. They are right down the road from the Royal Suva YC.

We have been in Fiji for three months and are spending the hurricane season here. Yes, you read right, here on the west side of Viti Levu. We'll have to fill you in on the details later.

— brian, jan, brian jr. — 11/25/87

Brian, Jan & Brian Jr. — The best of luck on making it through hurricane season; as

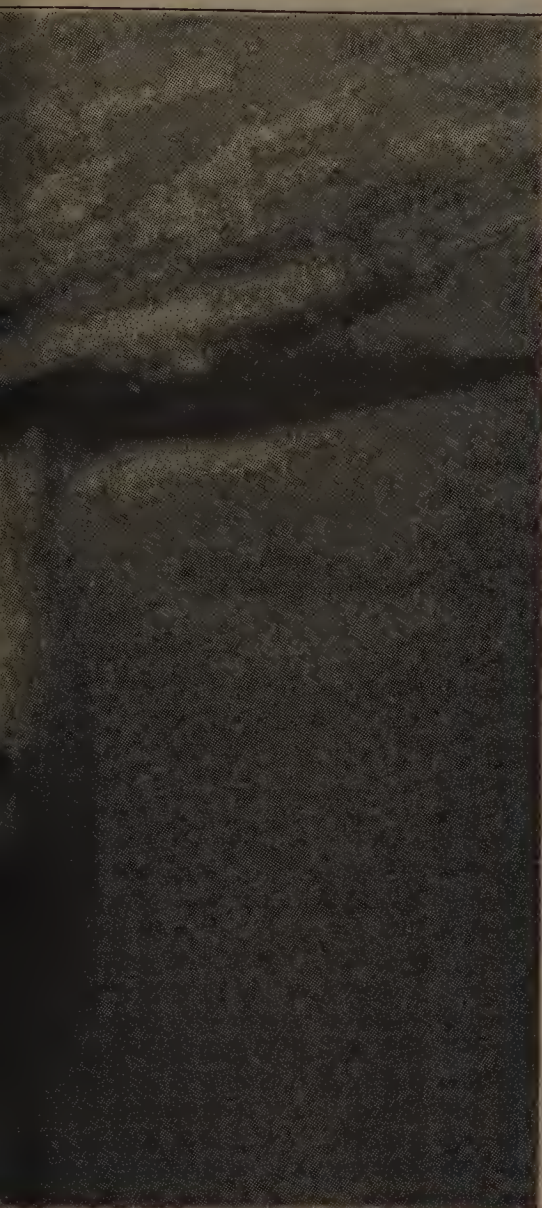
you well know, Fiji has really been nailed over the years.

## **Plum Cake — 33-ft Gaff Cutter Nancy Haire & Don Reinhart Forty Miles West of Baja (Oyster Point Marina)**

We're one month out of San Francisco crossing latitude 26 under main and jenny — so it feels like time to write about the 'good guys' who helped get us here.

For the past 2.5 years we lived at Oyster Point aboard *Plum Cake*, our 33-ft ferro cement gaff cutter. It was there that we rebuilt our home, one piece at a time. We sure miss our old friends on docks nine and 12 there, who gave their support with advice, helping hands and always words of encouragement. Those who escorted us to Sausalito on November 1 were especially patient with our changing the time of our departure.

Other 'good guys'; *Latitude 38 Classy Classifieds* and marine flea market ads where we found great deals on our engine, windlass, stove, winches, rigging, windvane,



boom gallows and charts. Kame at Pineapple Sails was generous with his time and expertise, building three sails for us. The folks at South San Francisco West Marine and San Francisco Marine Exchange (Brisbane) earn kudos for their exceptional service, especially the last two days when we appeared every day with lists of items we needed yesterday. Collen and Dave, cruisers themselves, who recently opened up the Marine Exchange, went out of their way to locate and deliver parts to us. Jordan Hardwoods in Belmont was also very pleasant to we small time customers.

The hardest part of the voyage to date has been leaving the dock — deciding at what point the list of projects could be postponed for warmer climes. While gunkholing the peaceful waters of the Channel Islands we worked on our storage, and for 11 days in the free but crowded Shelter Island anchorage in San Diego we tried to ween ourselves from chandleries by going over checklists and buying all sorts of spare parts. While there we appreciated the sound sleep

provided by a 45-pound CQR and 250 feet of chain rode.

Now, midway thorough a seven day sail to Cabo, it's the Tillermaster and Aries which have earned their keep. Learning celestial navigation as we go is exciting — and surprisingly easy.

Next we'll be headed down the coast of Mexico and Central America before heading for Australia.

— nancy & don 11/30/87

**Liberty — N/A**  
**Chuck & Doris Mace**  
**New Bern, North Carolina**  
**(Morro Bay)**

I'm including a dinner check from the dining room of the Sheraton Marina located at New Bern, North Carolina, 20 miles up the Neuse River from Beaufort and Morehead City. We're here with *Liberty* waiting for spring and East Coast cruising.

Since we're at latitude 35°, it's a mystery to us why they call their dining room Latitude 38. In any event, they're very interested in receiving a couple of back issues of *Latitude*.

There are three California boats wintering here: *Daedalus* from San Francisco with Nina Don Davison planning a spring crossing to Denmark; *Morning Wind* from San Diego, which is cruising the East Coast; and, our *Liberty* from Morro Bay.



New Bern is a friendly town with an interesting history. As for the Sheraton, the floating docks are new and of even greater interest to cruising sailors, the price is quite reasonable. But I think we'll suggest they change their name to Latitude 34.

— chuck & doris mace 12/8/87

**Virgin Islands Charter**  
**Doris Lea Tuck**  
**British Virgin Islands**  
**(San Jose)**

This isn't the kind of information that usually appears in *Changes*, but I thought it might be of interest to your readers.

We just returned from a week charter — October 24 to November 2 — in the British Virgin Islands. There were four of us and I was amazed how cheap it was. Total cost of the trip, each, including airfare, boat, expenses (not counting the t-shirts and postcards) was about \$850. Why didn't we think of this long ago?

We chartered a CSY 44 from BVI Bareboats. The boat cost \$1015 for the week. Our other expenses — the ferry from St. Thomas to Tortola, groceries, three moderately expensive dinners out, and taxi rides to various places as well as a tour of Virgin Gorda — came to \$866.94 for the four of us.

We were pleased with the CSY 44. Roger referred to it as a 'sea slug' and enviously admired the sleek and no doubt faster boats of The Moorings. But ours had seven hatches and lots of portholes, which are important items in the tropics. And on a two-hour sail — most islands aren't even that far apart — a better sailing boat might have saved only 15 minutes. Hardly worth it. Besides, with refrigeration you must run the engine at least

How can a restaurant at latitude 35 be named 'Latitude 38'? Their SatNav must have been broken.

an hour a day, and some passages don't take much longer than that, so sometimes you don't even bother putting up sail.

We arrived in St. Thomas at 10 p.m. and

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overnighted in Charlotte Amalie. We spent the next day there before taking the afternoon ferry to Tortola. The *Bomba Charger* ferry had been recommended by 'experienced' friends, so I phoned them for reservations and was told the next departure was at 5:00 p.m. When we arrived at the terminal, the hustler for the other ferry line insisted that the *Bomba Charger* would not leave until 5:30 p.m. — a half hour later than his ferry.

Feeling guilty about making reservations and then breaking them, we 'paid-off' (\$5) the person with whom I had made reservations for the *Bomba Charger* and bought tickets for the other ferry. It ended up leaving at 5:45 p.m., seconds before the *Charger*. It left late because they spent so much time stealing customers from the other ferry. But with their lighter load, the *Bomba Charger* arrived at Tortola West End dock and customs before us, and their dozen or so passengers were cleared and gone before we



Want to kill your catch bloodlessly? Let 'em drink like a fish. Two ounces will do.

arrived. Our 200 or so passengers then took close to two hours to clear customs; as a result we didn't arrive in Road Town, our ultimate destination, until 8:45 p.m!

But Steve Steer, manager of BVI Bareboats, was there to meet us and take us

to our boat. He had a cab standby for us all afternoon and had been waiting quite a while himself. We spent the night on the boat and had our orientation with him the next morning. Meanwhile, we tasted the water on the boat. Steve attested to the government's assurance of its potability; we nonetheless invested in several bottles of drinking water.

We found the snorkeling at The Bight on Norman Island, Little Harbor on Peter Island (both of which were beautiful anchorages) and Brewer's Bay on the north side of Tortola to be great. But none could be recommended for overnight anchoring — or even lunch if there's a northerly swell.

We had a good sail from Peter Island up to Virgin Gorda, during which the 'sea slug' even managed to pass a boat. We spent several hours snorkeling at The Baths. It was fun, but the surge made it a little bit intimidating to novices like myself and my sister-in-law.

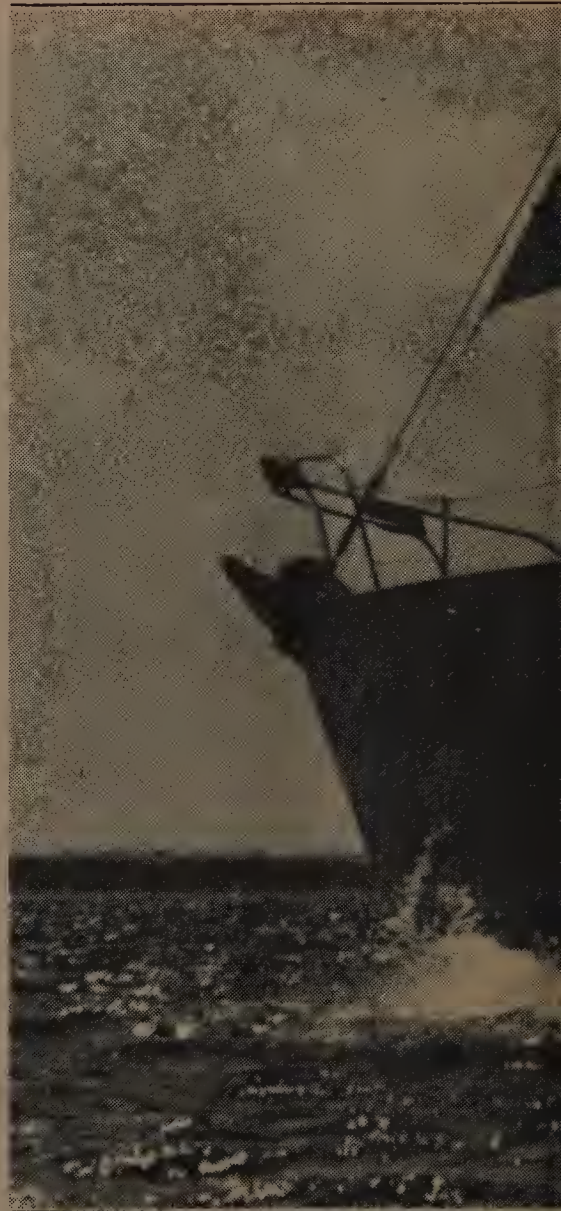
We berthed that night at Spanish Town (\$26) — much to the relief of my brother, who was not enjoying the anchoring responsibilities at all. We also filled several water bottles in the bathroom there as their water beat the snot out of Tortola's. You can fill your tanks for 10 cents a gallon — not a bad deal, especially once you've tasted Tortola water.

After we left the harbor, we were looking through our charter agreement papers and found a rule that stated we had to 'check-out' with the harbormaster or face an extra day's fee. We didn't do this, so the owner of the boat may be faced with this charge and then deduct it from our deposit. We'll have to wait and see about what seems like a pretty sneaky 'rip off the tourists' deal.

We had dinner at Chez Michelle there. At \$95 for four, it was expensive by our standards and the food was not impressive. The Bath & Turtle pub, owned by some Americans, had a much better looking menu and lots better prices on food and t-shirts.

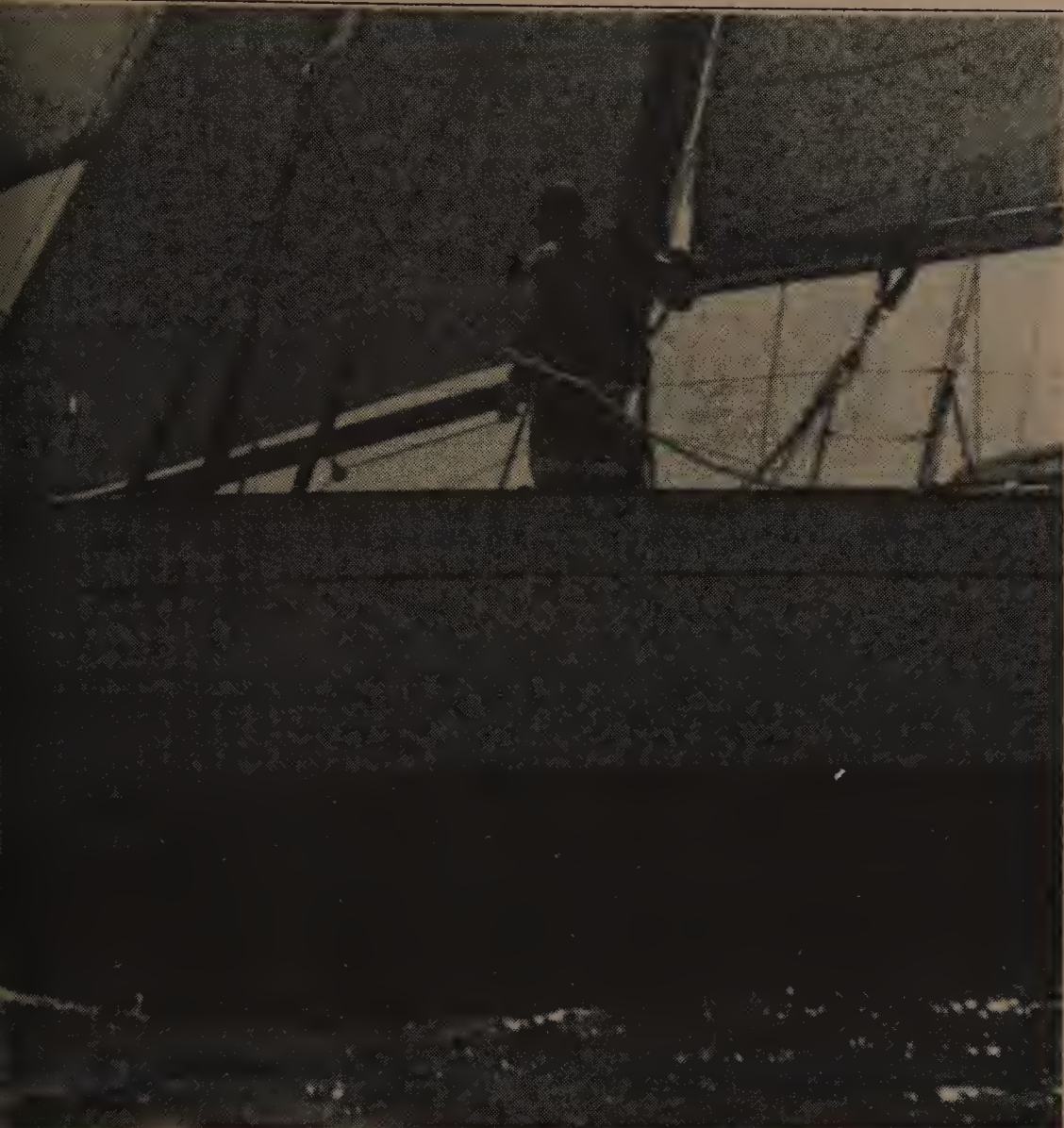
We planned to spend a couple of nights at the Bitter End — where my brother was happy to pay \$10/night for a mooring — as we heard there was good snorkeling. If there is, it is around the point where the water was rough and we wouldn't have been comfortable.

I had my heart set on dinner at Mrs. Scatliffe's, so we sailed back to Tortola and



proceeded west along the north side. We stopped at Brewer's Bay, which had wonderful snorkeling. Rog even found himself nose to nose with several 100-lb grouper. We had a nice walk along the beach, too, then moved over to Cane Garden Bay for the night. We toured 'town', got a cab to Mrs. Scatliffe's (after bargaining the driver down 20 percent), and had the best food — really outstanding — of the trip here. They grow their own vegetables — and you can taste the difference. Mrs. Scatliffe's son-in-law returned us to the boat for just \$3 each; he'll pick you up for the same price, too, so call him rather than a taxi.

We were disappointed by Jost van Dyke. Most people, about a dozen in all, were still recovering from the previous night, which was Halloween. All the coral in Great Harbor is lying on the bottom in broken pieces. The water was dirty and the bottom, sandy, scuzzy and uninteresting. Besides that, the price asked for t-shirts was a couple of bucks more than what was listed, so we weren't too reluctant to leave — except for the fact it was time to return to Road Town and turn in our



TIM STAPLETON

boat. Had we to do it again, we'd have stayed in Cane Garden Bay and snorkeled more.

We probably had our best sail that day, which included a pretty good blow and squall for about 20 minutes. I worked hard and complained much trying to keep the boat from rounding up into the wind. I discovered some new muscles in the back of my arms holding the wheel against the wind. Rog finally took the helm and adjusted the sails. We even discussed circling awhile to let the squall blow over before rounding the point as it was pretty rough. But being used to San Francisco Bay, we continued. Soon the squall died out — along with the regular wind — and we had to start the engine.

We checked the boat back in, spent our last night on it, and had dinner at the Fort Burt Hotel. Again, lots of plates and utensils, but the food didn't seem particularly good for the price.

Overall, we had a great time. If this is what sailing was all about, I'd go in a minute. But I suspect there's still a big difference between island hopping in the Virgins, where nothing

Chartering in the Caribbean is less expensive than many people think. So, for that matter, is chartering in Mexico.

is more than a couple of miles apart (and it's warm) and days or weeks on an open ocean that might be cold and hostile. But I guess I keep moving in that direction, checking out new things and getting closer to making my peace with more aspects of the ocean. Maybe I'll get there in happiness yet.

P.S. We met former Californian Warren Styker in Road Town Harbor. We were cruising some low budget area of the docks near the ferry looking for something to eat when we saw his *Bounty II*, a sistership to Rog's, out of the water. Rog was able to go aboard and check the boat out.

— doris tuck 11/25/87

*Doris and Readers* — Chartering is cheap in the Caribbean, especially in the really low season between Labor Day and December 15th. Heck, for just \$175 more you could have chartered our *Ocean 71*, *Big O*, complete with two crew, two sailboards, a *Boston Whaler*, a watermaker and all the

other toys. One of the pleasures of a crewed charter — at least for brothers — is that they never have to worry about anchoring; it's always the captain's problem.

A couple of thoughts:

✓ If you take one of the Eastern or Pan Am 'red eye' flights from California you arrive in St. Thomas about noon, giving you a couple of hours — all you need — to stagger around Charlotte Amalie before catching the ferry to Tortola. This saves you having to spring for an expensive hotel room and going through all the check-in, check-out rigamarole.

✓ The Bomba Charger, Native Son and all the rest of the ferries are subsized to the hilt, so they leave at the same times for the same destinations lest there be — shudder the thought — competition. Having had plenty of experience, we can authoritatively state that there's no telling which ferry will leave first or which will arrive in West End first. Even though the Charger, is inherently slower and may start later, as you know it still might arrive at West End first. The important thing to remember is that they all serve all the complementary rum punch you want, morning, noon, or night.

✓ The check-in at West End is a drag, but there's nothing you can do about it except not bother trying to be the first in line. The boat doesn't leave again until everyone's been through.

✓ Since the British Virgins are British, you have to accept the fact that the food will invariably be dreadful. Since it's the tropics, it will invariably be very expensive, too. If you want exceptional food in the Caribbean, you must go to the French Islands like Martinique, Guadeloupe, St. Martin and St. Barts. If you're in the Virgins, U.S. or British, we highly recommend that you stick to simpler, less expensive places. The Bath & Turtle in Spanish Town is a good one (they also sell genuine Monte Cristo cigars for \$6), Chopsticks on Tortola is a fine value, and the all-you-can-eat buffet at the Bitter End YC isn't half bad.

✓ If you get to the U.S. Virgins and you're a BBQ fan, we can't recommend Bill Collins Texas Deep-Pit BBQ, with locations on the Charlotte Amalie waterfront and at Red Hook, highly enough. Collins, a former school administrator in Berkeley and competitor in the first Singlehanded TransPac,

# CHANGES IN

slowly cooks each piece for five or six hours. When done, the meat is so tender it falls right off the bone. It's equal to the best BBQ we've ever tasted.

✓ For most folks, The Baths is a high point of a Virgins vacation. We took our four and six-year-old kids into one of the grottos, buried some French coins in the sand, and told them to pan around for Long John Silver's Treasure. The wind was howling, the waves were crashing, the lightning was crackling — there wasn't another soul there. Not a week goes by without the discovery of the treasure being relived in our house.

✓ The main attraction at Great Harbor in Jost van Dyke is Foxy, who is a charismatic guy in his own way. Last New Year's Eve Mick Jagger and Jimmy Buffet made the trip all the way up from St. Barts for the beach party at his most primitive of facilities. Foxy's Wooden Boat Regatta is a Caribbean classic; they've had as many as 300 boats anchored in Great Harbor for it. To each their own.

✓ You hit many of the best spots in the British Virgins, but having gone that far, we'd have certainly visited some of the many beautiful coves of St. John. True, in order to legally cover the mile or so between islands you'd have to go through the pain of checking out of the British Virgins, into the U.S. Virgins, and back into the British Virgins. The alternative is ignore the checking in and out business and just go over to St. John. If inspected by United States officials, which never happens, you simply play dumb bareboat charterer and huffily inquire: "Are you trying to tell me this isn't Anegada!?" That will take care of it. (However, you don't want to screw around with the British Virgin officials; they take their laws seriously).

✓ By the way, the word 'stealing', such as you used in your letter, is unknown in the United States Virgins. If somebody takes your camera, you rather than they are considered to have been the active party. You are said to have 'tithed' to them or have paid 'taxes'. Just another of the cute cultural attractions of 'America's Paradise', no?

All in all, however, the Virgins certainly offer the finest first-time charter sailing in the world. The combination of reliable trades, clear water, good anchorages, smooth seas, and tropical temperatures simply can't be beat. The second charter? The French West Indies.

## **Renaissance — Perry 37 John & Judy McCandless Nuku'alofa, Tonga (Redwood City)**

Tonga is terrific, having everything that French Polynesia lacks: good prices, good produce and friendly English-speaking people.

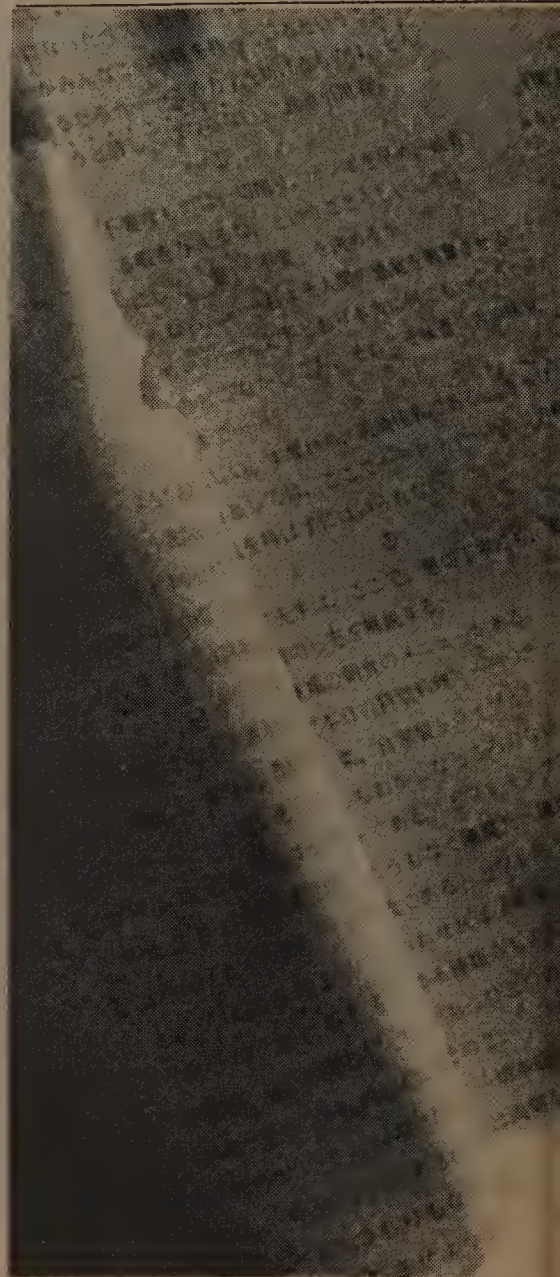
The northern Vava'u group is full of beautiful anchorages and has had 300 boats check in already this year. The Ha'apai group, in the middle, has isolated islands, emerald lagoons and soft white sand. The southern group's Nuku'alofa is surprisingly progressive with new piers and a yacht harbor that was completed last June. For those who haven't been here, Tonga is stretched over about 160 miles north to south.

We can't say enough good things about the people. For example, we were adopted by a couple in Neiafua to join in the village feasts. On another occasion *Horizon*, a *Tayana 37*, was anchored near a lee reef when a 55-knot squall struck. Two locals swam out through four-foot chop to help the skipper set two more anchors. We're certain their assistance saved the boat.

The reefs grab quite a few boats here; fortunately most boats escape with only rudder damage. Two California boats, *Pursuit* and *Solitude*, were lucky enough to be near Coleman's Boat Yard in Vava'u after their encounters with the coral. Coleman's does excellent work, a good thing in a region where boatyards are few and far between.

It's the snorkeling that makes it so tempting — and dangerous — to anchor off shallow reefs. That fact that it gives you the capability to get away the moment danger arises is one reason we intend to install an electric windlass. It also relieves aching backs and disposes you to explore more anchorages.

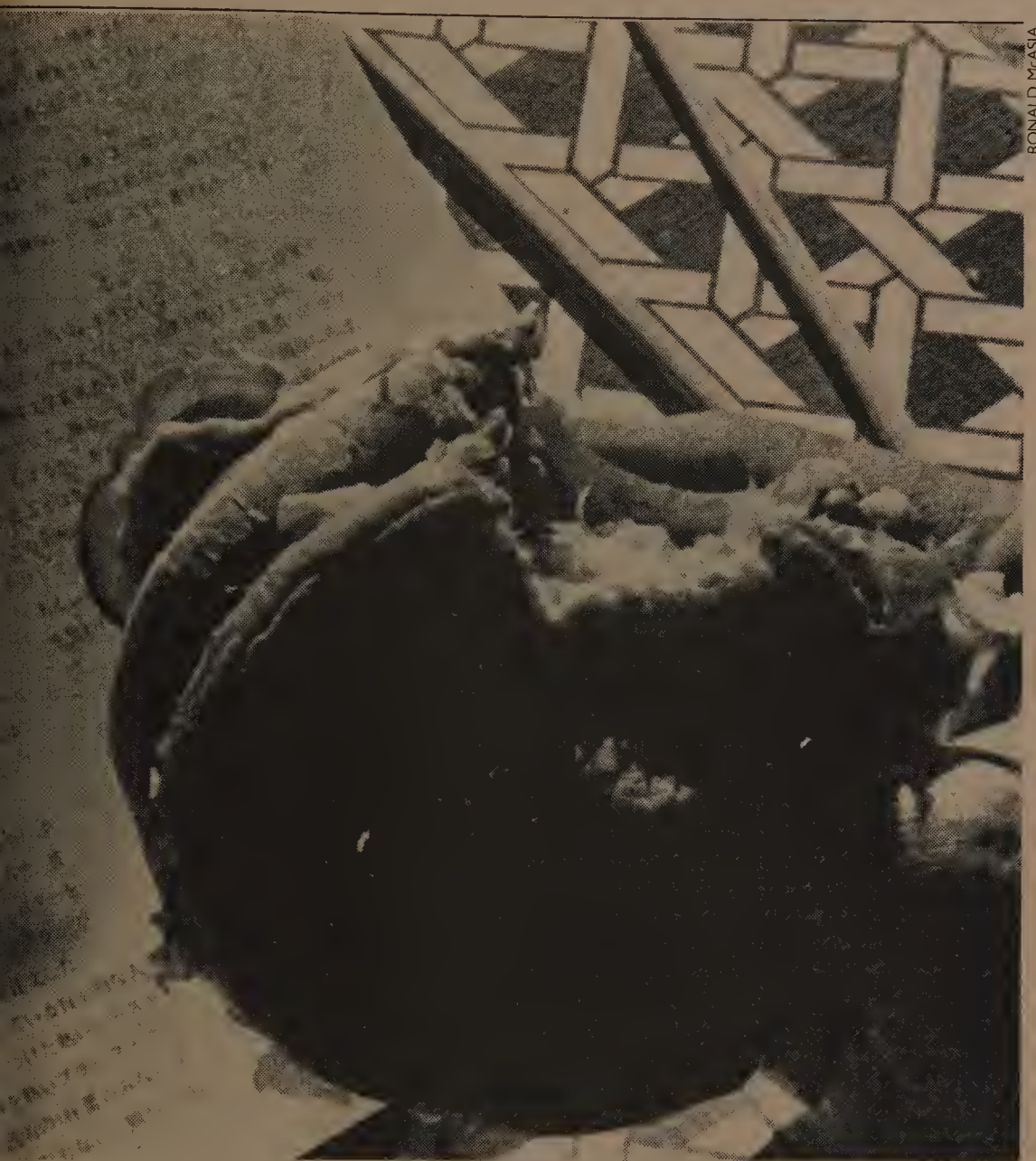
Other thoughts on equipment. Our wind generator has been great for keeping our Adler-Barbour refrigerator cold. Lots of boats are now equipped with weather-fax machines, so there are now plenty of amateur forecasters. (Could Max Ebb do a discourse on interpreting fax charts?) There was much talk about a minor *El Niño* this year, consequently many boats rushed through Samoa and Tonga, on their way to New Zealand by mid-October. Some of them regret it, as they now have 50 degree



weather while we float around in 80 degree heat.

*Jamlander* out of Oakland organized an incredible dinghy raft-up that included 14 boats. The loose 'raft' maneuvered like a merry-go-round out past the breakwater. The finest wine available, as well as poo-poo's, was passed around as we all enjoyed the sunset. Unfortunately, *Sueno* of San Francisco had departed the previous day; San Francisco's *God Speed* was there, however, to enjoy the riotous time.

Some thoughts for 1988 'Milk Runners': Load the boat to the hatches in Mexico, especially on items like lemon Tang, maple syrup, peanut butter, potatoes, vanilla and *Kenacomb* ointment (prescribed here for staph infection). We were very surprised at the lack of fresh produce and the prices of everything. The disparity in the cost of living between Mexico and French Polynesia is greater than ever. (Editor's note: *This Changes* was written before the peso plunged precipitously in late November).



RONALD McASIA

double shifts; we saw them pouring concrete on a Saturday night. Five companies are involved in the construction, and it's almost like they are having a competition to see who can finish first.

Some of our shopping was done by Diana when she flew home. She managed to return with two bags of goodies from West Marine and Svendsens. Once again we have to compliment these businesses for doing such a good job of getting parts and meeting our tight schedule.

Someone asked how Diana liked being home on vacation. Diana pointed out that coming home was work and cruising was vacation. *Get those priorities straight!*

Originally we had planned to move through this part of the world as quickly as possible — for years the Straits of Malacca have been reported to have pirates. But after listening to stories of beautiful islands, great snorkeling, and friendly people, we revised our schedule.

Malaysia and Thailand are not uptight about cruisers, and permits, visas and other paperwork were not the big hassle they were in Indonesia. The relaxed attitude along with the relatively low cost of food and fuel has made our time here most pleasant.

Furthermore, we discovered that most of the goods and items we need are available — even in the small towns. Things like outboard oil, bottom paint (at \$16 U.S. per gallon), polo helmets from Sweden, and Wente Chablis from California. Provisioning was no problem; the only thing we had difficulty finding was prime rib. Yes, we even got to eat Big Mac's!

Lest you get the impression that this trip has been all play, we've had work to do as well. The warm water encourages the barnacles to grow at a great rate, so the bottom scrubbing parties are a regular event. Also, someone has to put out and check the crab pots whenever we're at anchor. Collecting rainwater is another regular chore, as is getting up in the middle of the night to take freshwater showers. The captain also insists on regular exercise, so if we are motorsailing we have to stop periodically to go swimming in the warm, salty water.

But the most extraordinary bathing experience we've had was in a freshwater spring running into a small bay at Dayang Bunting in the Langawi group in Malaysia. A

There are few exceptions to the high prices, except for things like New Zealand canned butter, which because it is subsidized, sells for \$1.20/lb. It's smart to stock up.

While you can pass up the high prices in French Polynesia, if at all possible, you don't want to miss *fete* during July in Tahiti.

Our last bit of advice: Listen to what all the 'experts' say, then make *your own* decision on what places to visit. Based on the advice of others, many boats bypassed Suvarrow, Western Samoa and the southern group of islands in Tonga. We think it was a big mistake, as those have been our favorite stops. Sometimes going to these lesser visited places involves some windward work, but for your efforts you'll find the gentle and generous folks of old Polynesia. Old recommendations also need to be taken with caution, as places can change drastically with the arrival of a new administrator.

We'll be joining 12 to 14 boats here for turkey day tomorrow, then we're off to

Big Mac Attacks — you can quench them in Southeast Asia, too.

Opua, New Zealand to join the population explosion there.

— judy & john 11/25/87

## **Nalu IV — Lapworth 54 Jim & Diana Green Jessie Malaysia & Thailand (San Francisco)**

Now that we've sailed more than halfway around the world, we continue to be amazed at the terrific crew we've been able to pick up.

Singapore proved to be a great stop for shopping, shopping and more shopping. In addition, we did some sightseeing and then some more shopping. The 230-square-mile republic is spotlessly clean, enormously friendly and has wall-to-wall good food. Jim was fascinated by the rapid transit system which is to open next month — ahead of schedule and under budget! The crews work

# CHANGES IN

freshwater lake just over a 30-foot rise was the source of the water. We eventually damned the area to make a pool. It's a good thing we had all those years of hydraulic engineering as kids, damming up creeks and rain gutters.

Another interesting place we bathed was in a shower under a 400-foot cliff. The freshwater was seeping through the rock, forming stalagmites as it dripped. We maneuvered the dinghy under the cliff, showered and collected water in buckets.

As of this writing, we're not sure of our route to the Med because of the problems in Sri Lanka. We'll either go to that troubled country or head in a more southerly direction toward the Seychelles or go to both places before heading into the Red Sea and Djibouti. Anyway, it looks like we won't have reached Egypt until at least the start of the new year.

— jim and diana 10/25/87

## **Teal — Garden 31 Jamie Owen and Family Southern California (Northern California)**

Oh, that feeling of being "left behind" . . . akin only to that feeling of a spinster when her baby sister gets married or when your best friend wins a trip for two and takes someone else! Give me a full food locker, a few pesos, some rum and coke (the liquid kind) and I'm ready to go.

Pacific Marine Supply's fabulous kick-off party in San Diego fuel my imagination and commitment like nothing I have felt since leaving San Francisco in June. It didn't feel *real* until that night! Seeing our friends ready to leave the next day or the next week left me thrilled to bits for them — and chomping on the bit for us.

Harris and Kathleen on *Misty Seas* were so ready they already had their fresh veggies aboard. Kathleen returned from a one day turnaround trip to San Francisco via the Friendly Skies to say goodbye to her family. Bob and Margrite, plus daughter, on *Trinity* were just watching the weather before pulling out, leaving me without anyone to practice *espanol* with. Dave and Michael on *Rana* were set and saying their goodbyes. Dave and Lynn on *Gambit* were ready to fill their last jerry jugs before taking off.

Alas, we are harborbound in Southern

California for now, earning a few more 'freedom chips', busy enrolling our son in correspondence courses and painting out our varnish until it comes our turn to leave. I watch the weather satellite pictures and imagine where all our friends are now. I can see Bob on *Trinity* wave somewhere between Cabo and San Blas . . . sigh. I pace the deck of *Teal*, peering into the distance looking for the warm air and sun, but seeing only tall buildings and smog! I search the lockers daily and re-write our inventory list. I haunt the stores for specials on t.p. paper, paper towels, cans of chili. I savor *Charlie's Charts* and have actually been caught fondling the soundings off Manzanillo. All classic symptoms of an overactive desire to be on a broad reach, headed south to anywhere!!!

We will be heading south in January, and I know we will catch up with many of our friends, but oh! the waiting is painful. Next time we'll know better and just leave "when it feels right".

Christmas trees look a little different in the tropics. This undecorated one is at the Bitter End YC in the British Virgins.

Many thanks to Pacific Marine Supply for the great party and to the class of '87-'88 . . . *vaya con Dios*.

— jamie owen 11/15/87

## **Denouement — Norseman 447 Dale & Sandi Parshall Tonga To New Zealand (Northern California)**

Some highlights from a newsletter sent out by the Parshalls:

"On Hunga island in Tonga, Mafe and Vaha (her husband) invited us to dinner at their house in Neiafu. (They have one house on Hunga where they live on weekends and another in Neiafu, the main town of the Vava'u group, where they live during the week to work and let their children attend school).

"Vaha works at the boatbuilding company





and baked local yams. All was eaten with fingers; "The Tongan way," our host explained.

"The guests, which included John, Eunice and Laura Jean (8) from *Harmony* and Sandi and I, ate first. Our host Tongan family did not eat until afterwards and then ate our leftovers. Our host would have it no other way. Again, it was the 'Tongan Way'. When the Tongan family did eat, they ate in the kitchen. Our host never did eat while we were there."

Interestingly enough, it was merely by accident that the Parshalls ever got to know a Tongan family well enough to be invited over for dinner. They explain it as follows:

"Originally we had considered sailing to Fiji and cruising there for a few weeks on our way to New Zealand. But the coup and continued unsettled political situation there caused us to pass Fiji and spend more time — a total of seven weeks — in Tonga. This gave us the opportunity to slow down and get more involved with the people and their culture. This deeper involvement was so rewarding that we are pleased to have experienced it instead of a quick tour of Fiji."

*Denouement* was one of about 150 cruising yachts in Tonga; when they called on Niue, they were just the eighth boat of the year.

The Parshalls are now in New Zealand, having covered the 1190 nautical miles from Tonga in less than eight days with Rick and Sandy Van Mell as crew. Highlights of the trip were just beating gale winds to New Zealand and catching a 42-inch mahi mahi that quickly became sushi. Incidentally, the biggest change in cruising over the last five years is nobody would now consider an ocean cruise without bringing plenty of *wasabe* along.

— *latitude from denouement's newsletter*

#### Cruise Notes:

For Jerry Metheany, the cruising season of '87-'88 was over before it began. His *Fuji 35*, **Krisarin**, was lost on the rocks of Baja's Isla San Geronimo on October 29. The unofficial start of the Mexican cruising season wasn't for another three days, November 1.

Upon arrival at San Geronimo, *Krisarin* anchored in forty feet of water with 150-ft of chain and some nylon line. There was a light northwest wind that kept the boat off the

shore. The following rainy morning the wind came up from the east, making San Geronimo a lee shore. Noting the change in wind strength and direction, Mexican and South Pacific veteran Metheany warmed up the engine and secured the boat for departure.

Prior to having the windlass pull up the rode, he tried to engage the engine to take up the slack. The transmission didn't engage. Metheany went below to see what the problem might be. As he did, the wind rapidly built from 15 to 25 knots. A quick check revealed the problem; the compaction bolts holding the prop shaft to the transmission were laying in the bottom of the bilge. Just two days before the boat had left the Baja Naval Boatyard in Ensenada, where the shaft had been removed in order to have work done on the engine mounts and cutlass bearing, work that had required the bolts to be removed and replaced.

When Metheany returned on deck, the wind had increased another 10 or 15 knots and his uninsured boat was dragging toward the rock shelf to leeward. The mizzen and staysail were raised in an attempt to sail away from the danger, but it was too late. The boat went up on the shelf, where she remained for 18 hours before being pounded into a total loss.

Metheany says the residents of Isla San Geronimo initially were very helpful. Later, however, he claims they looted virtually everything he had. His boat destroyed, Metheany was taken by the Mexican coast guard to Ensenada where an inquiry was held regarding the work done by the yard. Metheany feels that the yard was responsible for the loss of his boat and is considering suing them.

Random thoughts on stops along the California coast by Harris Freihon of the 35-ft Sun Young **Misty Sea** as excerpted from the Coyote Point YC newsletter:

✓ "... most fun port was Santa Cruz on the Fourth of July, with a continuous parade of things floating in and out of the harbor — including an Ericson 35 with its mast snapped in half."

✓ "... the five star yacht club was the Royal Corinthian at Oxnard, with a heated pool, spa, laundry, gourmet restaurant and swapping library."

✓ "Avalon was the most unusual harbor,

and Mafe makes baskets and mats with other ladies. He makes \$7 U.S. per day with overtime. Mafe gets maybe \$15 U.S. for a basket that takes her two weeks to make.

"Their corrugated tin roof house at Neiafu could be described as "very rustic" or "a small but typical native house". It had three rooms; two bedrooms and a kitchen. The house was obviously lived in but quite clean. Everyone took off their shoes when they entered.

"We ate in the first room where the children also slept. The *pandanas* mats on the floor were pretty and surprisingly smooth and comfortable to sit on. A light bulb, the only one in the house, hung from an extension cord in the room where we ate.

"A clean cloth was spread in front of us on the *pandanas* mats like a tablecloth and the meal was brought in. Dinner consisted of corned beef wrapped in taro leaves and simmered in coconut milk, noodles in a chicken stock, large 'sardines' baked in tomato sauce

# CHANGES IN

but a delightful one. We spent four days basking in the warm sunshine, clear blue waters and party atmosphere. In contrast, the dirtiest place we visited was the Isthmus at the other end of Catalina. You have to pay to step foot on land, pay to drop your garbage in a bin, and pay 25 cents for 90 seconds in a dirty shower!"

Judging from the old saying that "Gentleman don't sail to weather," Richard Ray is . . . well, a scoundrel. The Kiwi from Wellington, and Jane, who subsequently became his wife, sailed from New Zealand to Hawaii to the Pacific Northwest to San Francisco in a 26-ft sloop, **Midnight Runner**. Much of that long, long passage is to weather. Since then Jane and Richard, who've berthed their boat in Sausalito for the last 18 months, have looked forward to sailing downwind back to New Zealand. But time became a problem and in December they shipped the boat home at a cost of about \$6,500. Hindsight is always 20/20, but they should have sent the "bloody boat" — as they would put it — to the United States and then sailed it back to New Zealand.

In preparation of having the boat shipped, Richard and Jane returned to Auckland where they ran into Henry Hotchkiss, who had been berthed just a short distance away from them in California. Small boat cruisers can take heart from the fact that Hotchkiss, who we're told is a banker, made the passage on **White Lightning**, a 26-ft International Folkboat. Ray noted that it was the "best-equipped" small boat he's ever seen, and as such apparently was bringing unsolicited offers from New Zealanders.

Experts are always telling us what good exercise bicycle riding is, and most of the time they're probably right. We're told it didn't quite work out that way for Annie Hudson of the Freya 39 **Lionwing**. Apparently she took a spill while riding a collapsible bike in San Diego and wound up with an arm in a cast. She and husband Beau headed off to Mexico and parts beyond anyway.

Apparently Bill Steagall hasn't been the only one to get bitten by *mordida* by the customs man at Loreto, Baja California Sur. Robert Harris of **Spray** sent us a copy of a letter he was forwarding to the Mexican Department of Tourism and the Embassy in



El Dumbo — bringing a whole new meaning to the concept of collapsible bicycles.

Washington.

In the letter, he explains that on October 1 his wife arrived at the Loreto airport on an Aero Mexico flight with supplies for his boat, **Spray**, which was anchored in nearby Puerto Escondido. The boxes were clearly marked "*Yate en Transito*." When they got to the baggage claim area, a customs officer believed to be named Fernando Miramontes put his foot on the boxes. He was accompanied by a man armed with a pistol. Miramontes held Harris and his wife back until everyone else was gone; then he demanded money. When told by the Harris' that they believed no duty was due by law, the official replied, "I am the law here". Because there seemed to be no alternative, Harris eventually paid \$50. It was all the money he had with him.

"It is bad enough to pay *mordida* to dishonest officials, but to be held and delayed and to have officials with guns scaring visitors is terrible," Harris wrote.

We've since received a letter from William Steagall of **Inspiration**, who says there is

an "unconfirmed rumor" that Miramontes is no longer on the scene at the Loreto airport.

Of course, not everything about cruising is dreamy. Terese Pencak Schwartz, a veteran of much time in Mexico, as well as the latest Long Beach to Cabo Race, reports that the **Inner Harbor of Cabo San Lucas** was playing host to mosquitos. In our many previous trips to Cabo, we'd never had problems with mosquitos and wondered what caused the change. Terese suspects the new dredging of the Inner Harbor — the berths are coming! — has created ponds in which the little pests procreate.

For those seeking revenge on tormenting animals, the San Luquena Plaza de Toros has **bull-fighting** scheduled every two weeks up until March 14. Described as being "kind of gory and kind of fun" by cruisers who have watched, the admission is a fairly stiff \$10 to \$20. The higher prices are for seats in the shade.

There was an unconfirmed rumor making the rounds of Cabo — and it quickly spread to La Paz — that handheld VHF's were being confiscated. The report is that it caused something of a panic among yachties. The



LATITUDE/SARAH

Barbara Channel. They were one week into their long-awaited cruise at the time. It took six months to get the boat repaired and two years in court to collect damages from the owners of the freighter, *Astoria*, which had been loaded down with Hyundais.

Kevin and Pat left their Westsail back in Alameda to help Robbins run *Kialoa II* as a charter boat in the Sea of Cortez again.

The one that didn't get away. Bert Harriott and Alex Gremm of Oakland's Metro YC hooked a 165-pound blue marlin while cruising off Mag Bay in early November. But that's just half the story. Their Islander Freeport 41, **Hiatus**, was motoring at six knots when two fishing poles *simultaneously* snagged marlin. There was no way they would reel in both fish, so they settled for Alex's 7.5 footer about a 90 minute battle.

Bert says the coast of Baja was swarming with marlin. While not exactly as tasty as yellowtail, dorado or sierra, the many marlin filets were not wasted.

You never can tell about the weather. The latest evidence for this comes from Nick and Betty Coates of the Peterson 44, **Expectation**. Like everyone, they dreaded the 1,000-mile upwind bash from Panama to Guatemala they had to make last year, a slog to weather that has disheartened some of the best crews and boats. How did it turn out? "For us it was one of the most delightful sails ever. We averaged almost six knots, motored very little, and never took a wave over the bow."

Having left their boat up the Rio Dulce River at the mouth of Lake Isabel for the summer, the Coates are just returning to the boat for winter cruising now.

Could anything be more appropriate than to take off cruising on July 4, Independence Day? That's exactly what Jerry Meyer and Ann Carver did, leaving Oyster Point Marina in their Rafiki 37, **Shangri-La** on that holiday weekend back in 1984. Since that time they've covered 10,000 miles, distributing the time as follows:

Five months in San Diego, 18 months in Mexico, six months in Costa Rica, three months in the San Blas Islands, one month in Honduras, and six months in the Florida Keys. Their time in the Keys has been spent surviving two hurricane scares and getting the boat prepared for an April or May passage to Europe. Naturally they're con-

cerned about the Atlantic passage, but almost equally so about the prices in Europe. Friends who recently returned from Italy and France tell them that "It's nothing to spend \$100 for a moderate meal for two, and it's hard to get any meal for less than \$50."

Ann and Jerry realize the nice thing about having a boat is that if they don't like one place — such as expensive Italy and France — they can always go somewhere else. Spain and Turkey are more economical options; Venezuela, where they hear diesel is six cents a gallon, is even more affordable.

Having been out three years, what's the best thing about cruising? "In all our travels, the people, both family and dear friends, have made the greatest impact on our lives. We treasure all our happy, special times we've spent with people from San Francisco to the Florida Keys. It's not the experience that is shared, but that sharing that is the experience."

How to sum up the 3.5 years? "We've had many marvelous adventures and wonderful times. Of course, there were times when we have been bored and times when we've been scared, but all in all we wouldn't have missed it for the world. It has been tremendous."

We hope to excerpt more from *Shangri-La's* newsletter in future issues.

Hunter White, who used to help build Freya 39's in Petaluma, reports that he bumped into the Dawson family and their Freya 39, *Iolanthe*, while in Antigua. The Dawson's left the Peninsula about five years ago to cross the Atlantic and have enjoyed most of their time in the Med. Plans are to cruise down to Venezuela, then through the Canal and up to California to get the kids back in school by fall.

Somewhere along the way, the Dawson's recently crossed paths with another Northern California-based Freya 39; Roy Jennings' **Foxglove** from Inverness. Has that boat been travelling! Roy and his wife Tee did a near circumnavigation that took them around the South Cape of New Zealand. When they got to the Caribbean and almost home, they suddenly decided to sail to Ireland. It was when they were headed in the direction of Brazil that they saw the Dawson's. Visa problems apparently kept *Foxglove* from visiting that, so the last we heard the boat is on its way around Cape Horn. Can the Arctic Circle be far behind?

problem? There is so much radio traffic in Cabo that nobody is able to squeeze a word in. Authorities are trying to figure out some way to lighten the load on the clogged channels. The best solution is for yachties — power and sail — to drastically reduce unnecessary yapping, which according to our most recent survey accounted nearly 80 percent of all radio traffic. Limit radio traffic to the essentials and forgo the superfluous pleasantries.

Returning to to Mexico for yet another year is Frank Robbins 73-ft ketch, **Kialoa II**, which got knocked out of the Cabo race early with a broken backstay adjuster. While in Cabo, *Kialoa II* received a visit from John Kilroy, the original owner who has gone on to give four more maxi racers that same name. Kilroy, one of the world's most active yacht racers, was in Cabo to visit his 100-ft powerboat.

Skippering *Kialoa II* most of the winter will be Kevin and Pat McGrath, who spent last year in Mexico on their Westsail 32, **Critereon**. Kevin and Pat's Westsail, you may recall, was struck by a freighter in November of 1985 while transiting the Santa

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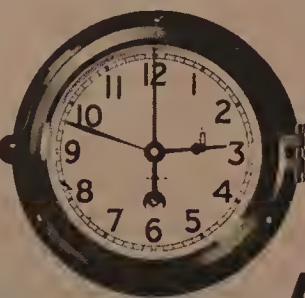
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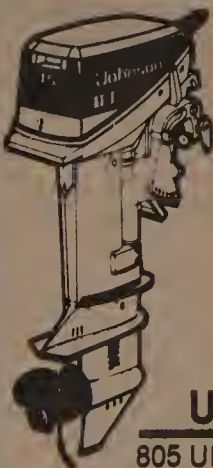
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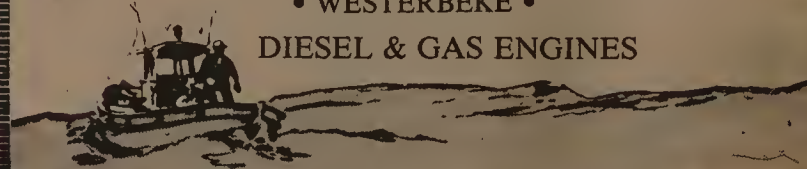
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**RIVAL 32 IN NEW ZEALAND, CRUISE READY.** 32'x10'x5', 12,000#, 1978 f/g sloop, Rolls Royce of British cruisers. Fast, safe & fun. 16 days transatlantic, 23 days Mexico-Marquesas. Lloyd's cert., mod. full keel, oversize rigging, 8 sails, 3-sp'd winches, 25 hp Volvo 700 hrs, SatNav, VHF, RDF, df, Aries vane, Avon liferaft, Zodiac dinghy, solar panel, dodger, windlass, diesel heater, etc., etc. \$49,000. Second baby due, larger boat desired. Bay of Islands familiarization cruise with purchase. Wr: Zaneveld, Yacht Saga, Gen. Del., Whangarei, New Zealand.

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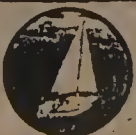
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**COLUMBIA 30, 1973.** Fin keel skeg rudder, Bill Tripp design, 30'x26'6"x9'6"x5'9", 10500# disp., 5100# ballast, Harken furling, 120 Sobstad genny, 25# CQR/SS bow roller, Forespar adj. pole, ds, VHF, teak, canvas, Brickyard Cove berth. Excellent condition. \$22,000. (415) 939-4295.

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**CHEOY LEE 31 — A STEAL AT \$18,000.** Ketch '67, f/g hull, Barient self-tailers, wheel, Atomic 4, new genneker & 130, VHF, ds, knotlog, Montgomery dinghy & o.b. Much more. Oct. 87 survey. Joel, (415) 781-3107.

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**OLSON 40, SPELLBOUND.** TransPac equipped. \$129,000/OBO. Ask for Lou at (916) 758-0700 or (916) 753-9331.

**CAL 39 CORINTHIAN, 1979.** In bristol condition. Full liveaboard comfort, refrigeration, hot/cold pressure water, 110 & phone, spacious teak interior. A swift yacht, ready to race or cruise with a full compliment of electronics including loran & autopilot, hyd. backstay boom vang, rod rigging, 11 Barient winches, traveller, spinnaker pole & a good sail inventory, ground tackle & safety gear. Call Mike or Lorraine, (415) 521-9035 for complete information. Reasonably priced. \$74,000.

**PEARSON 36.** Beautiful & fast ocean racer-cruiser. Dark blue hull. All teak below. Set for single/short handing. Crankable dsl. Signets, autopilot, Monitor vane, 6-person liferaft, many sails. Ideal for offshore cruising, racing &/or liveaboard. Documented. Just hauled. \$54,000. (801) 649-3394.

**45-FT COLUMBIA MOTORSAILER.** Beautiful spacious M.S. Accommodations include a private stateroom w/head & shower, separated from other sleeping, large salon. Great for offshore sailing as well as luxurious liveaboard. Virtually a floating condo. Quick sale. \$75,000. (408) 354-1179, 6 p.m.

**43-FT CUSTOM BUILT, NEW ZEALAND,** center cockpit, auxiliary ketch, 1964, '87 refit including LPU finish hull & decks, full canvas boat cover. \$85,000/OBO. Call Rob at 1-(916) 371-1556 or 484-6105 for survey & history.

**LIVEABOARD/PRICE REDUCED.** For sale: 1971 Columbia 39. Very roomy. Lots of hdrm & deck space. Rebuilt 30 hp Atomic runs great. Shower, stove, oven, refrig., VHF, depthfinder, 10 sails. Sleeps 7. 1986 survey. Value \$42,500. \$39,500/offer. (415) 967-4336.

**UNION 36-FT CUTTER.** Inexpensive liveaboard mooring with boat. Isomat spars, Perkins dsl, Nilsson electric windlass, ICOM VHF, Paloma Flash waterheater, Navico digital instruments, teak deck, 100 gals. water, 140 gals. fuel, dodger, enclosed shower, consider trades. Leave message, (213) 857-8623.

**YORKTOWN 39 '76 CENTER COCKPIT SLOOP.** F/g. Completely refit, new Yanmar 4 JHE. Recent bottom, liveaboard amenities, inflatable, lots new parts with all receipts. Needs finishing touches inside. (415) 420-0432 message. \$35,600/B.O.

**WHY PAY EXPENSIVE & INCREASING** berth fees when you can exclusively use one of the greatest view 40' berths in S.F. for \$39,000? (Cost averages out to only \$130 per month for 47-year lease term.) Financing available. (415) 391-4704; (415) 381-6060.

**CHEOY LEE 38-FT.** Cream puff condition, original owner, 1980, RFP, sloop, alum. spar. main, 150, jib, 40 hp Isuzu, RDF, VHF, ds, refrigeration, custom brass heater, micro wave. Recent survey & bottom paint. Perfect for offshore cruising or liveaboard. Unbelievable at \$77K. (714) 493-5526.

**"NAUTIGAL" IS SERIOUSLY FOR SALE.** 38' 1939 Spaulding sloop, sound hull, fir over oak, Spantex deck. 300' 3/8" chain. Excellent sails & spinnaker. Grey Marine VHF, ds, new galley & frig. \$28,000. 785-0770. Leave name & number for Tee, days.

**45-FT SCHOONER.** 65' O.A. 13'6" beam. Cheap great cruising on salty character boat. Gaff rig, ferro hull & deck. Fathometer, VHF, autopilot, good Dacrons. Has cruised Mexico & Costa Rica. Ready to go again. Terrific liveaboard. \$28,000. (415) 285-4530.

**WORLD CRUISING SLOOP.** 38' steel sloop, German built 1967. Recent major overhaul, cruising gear too numerous to list. 36 hp dsl. If not sold by April going cruising. \$60,000. Will deliver. R. Tanner, P.O. Box 29271, Honolulu, HI 96820.

**43-FT DOUBLE-ENDED MAHOGANY CUTTER.** Boat in Hawaii. Monk design. Perkins 4-108 dsl. Windvane, Avon, o.b. generator, hot shower. Fully equipped & ready to go south. \$36,000. Trade for land. Lesser, Box 1141, Kaneohe, HI 96744.

**42-FT PEARSON, 1981 KETCH.** Immac. cond., well-equipped. Exc. layout for cruiser/ liveaboard. Abundant storage, 6'4" hdrm, sep. shower, Westerbeke 58 hp dsl (500 hrs.). Light, airy & comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784.

**SELL OR TRADE.** 1980. S2 II.O.C (center cockpit, 36' sailboat) for airplane and/or small trailerable race boat (J/24 or other). Boat has just been overhauled to survey. \$65,000. Call days, (415) 965-6102; eves/ weekends, (415) 851-7494.

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# classy classifieds

**LANDFALL 39 PILOTHOUSE CUTTER.** Incredibly equipped, with \$28,000 refit in 1985 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveaboard or cruising boat. Sleeps six in three cabins, workshop, 5 sails, Dickensen dsl stove, 2 dinghies, Avon cannister raft, excellent ground tackle, radar, loran, hyd. autopilot w/remote & aux., 2 ds with cockpit repeater, wind instrs., VHF, CB, digital stereo with equalizer, refrigeration, TDX, separate shower, 110v inverter, teak interior, teak decks, multiple custom skylights, 70 hp dsl, crab & shrimp pots, & far too much more to list. Price now reduced prior to spring cleanup. Located in the Bay. Offered at \$72,000. (707) 578-1004.

**GOOD LOOKING 38-FT MASTHEAD SLOOP.** Perfect for So. Pac. Prof. designed & built, f/g, teak decks, alloy spars, full range sails, Volvo dsl, etc. Fully equipped, liferaft, etc. This vessel is fast, easily handled by two. Comfortable liveaboard. \$75K. (415) 387-7274.

**38-FT ATKINS INGRID KETCH, 1955.** Exceptional, well-equipped & maintained bluewater cruiser. New sails, radar, Loran, Aries vane, Perkins 4-107. Wood classic. Asking \$50,000. (619) 226-2393; (619) 226-5788.

## 46-FT & UP

**50-FT 1952 RHODES YAWL FOR SALE.** German built by Abeking & Rasmussen. Centerboard, Volvo dsl, extra cabin, new electric-digital km & depth & more. Must sell. \$95,000. May consider local R.E. with cash. (415) 728-7002.

**CUSTOM 76'x21' BEAM MOTORSAILER.** Well-traveled. Was used as tender for dredging, 27 tons deep freeze, full machine shop, large galley, 2,000 gal. dsl, 530 gal. water, fireplace. Sleeps 9 in 4 staterooms. 2 generators, spare main eng., needs stem & deck work. Hull OK. Same owner 18 years. \$90,000 net. 359-2802.

**61'x16'7" DRAFT SAMPSON KETCH.** New 6-cyl., 130 hp Perkins, new rigging. 7500 W Onan, Nielsen elec. winch, 3 #100 anchors, but revamp incomplete. \$35K or trade down, or small house/condo, OWC. (415) 282-9609

**83-FT SAILING SHIP FOR THE ANCIENT MARINER.** Dutch built, 1903, well-maintained, black iron Baltic ketch w/3,000 sq.ft. sail, teak decks. Approx. 1,200 sq.ft. down below. Two salons, 2 wood-burning stoves, 6 staterooms, wheelhouse, shop. Sail-ready w/extensive inventory. Leaving Bay Area. \$160,000. (415) 331-2044.

**46-FT GARDEN PORPOISE** *Morning Star* completed her 8-year circumnavigation in 1981, after which the book "Voyages of Commitment, Morning Star Around the World", by Ray Triplett, was written. She is solid teak, low maintenance (since we choose not to varnish or oil). Her interior was hand-carved in Bali. She is a powerful sailing yacht & a very comfortable liveaboard. Ketch. 80 hp Perkins dsl (rebuilt). Surveyed for \$125,000. Asking \$105,000. Linda (415) 853-5406, (415) 331-4531; (415) 999-2791.

**54-FT ALOEN KETCH.** *Malabar XIII* is seriously for sale. Semi-restored, great opportunity for wooden boat lover. Motivated seller. Contact Jeff Madrigali at (415) 522-5373 days or (415) 453-0720 nights.

**WINTER IN HAWAII.** 47-ft Perry cutter with very, very desirable Kona berth. Boat, berth & charter business: \$129K. Illness forces sale. (415) 461-3470 or (808) 326-2534.

**C&C LANOFALL 48.** Built in 1982, commissioned in '85. Pilothouse with inside steering & generator, watermaker. SatNav, Loran, radar, SSB, autopilot, dinghy w/o.b., liferaft. Electric windlass, 60-lb Bruce, 45-lb CQR, 35-lb Danforth. Complete sail inventory. Lots of spares & rebuild kits for all systems. Rigged for shorthanded cruising and ready to go anywhere in great comfort. Call 521-9371 evenings.

## LIFERAFTS & DINGHIES

**FOR SALE: AVON REDCREST INFLATABLE.** Never used. Floor boards, f/g seat, motor mount, dodger, oars, pump. \$300 below discount price. Call Jack, days (415) 791-8616; eves. (415) 582-1519.

**BOSTON WHALER 10-FT,** sailing dinghy with trailer, motor, sails & oars. \$950/OBO. Will consider partial trade (tools or firearms). (415) 526-2996, Tom.

## POWERBOATS & HOUSEBOATS

**STEPHENS 45-FT 1949 CLASSIC CRUISER.** Honduras mahogany interior, rounded teak transom, twin Chrysler 1982, spacious liveaboard, Sept. survey. \$80K, possible owner financing. \$55K or trade for sailboat. (408) 723-1986, eves. (415) 322-4100 ext. 264.

**49-FT BELL, SUNDECK MOTOR YACHT.** 1984. Turbo 235 hp Volvos, 7.5 kw generator, radar, fully equipped, dinghy. \$165,000. (408) 241-2954.

**40-FT CRUISE-A-HOME.** Two 305 Chevy engines, 7 5-kw generators, excellent condition, maintained by compulsively neat 4-year liveaboard. Ready for Delta cruising. First \$50,000 offer takes it. (206) 522-5832.

**1931 FELLOWS & STEWART CLASSIC.** 38' Trunk cabin design, galley & head midship, cabin forward & aft w/stern deck. Sleeps 5+. Rebuilt Chris Craft Chevy 283 V-drive motor (only 150 hrs.). Top speed 23 knots. Bottom rebuilt & refastened, inside restored, Teak interior/teak & white outside. Ph: 343-1154. Asking \$19,500.

**38-FT HERRESHOFF POWER LAUNCH.** 1979, Perkins dsl, 10 kts at 1-gph, low hours, 2 berths fwd, hardtop/canopy over long deck aft, safety gear, VHF, stainless steel & alum. fittings, tandem axle highway trailer included. \$14,500. (209) 897-2757.

**48-FT CLASSIC MOTORYACHT — \$17,500.** Cedar on oak, excellent liveaboard, good condition, shower. 331-4535.

## PARTNERSHIPS

**50% PARTNER WANTED.** Now is the time to buy! We can get a super 'deal' on a clean, well-equipped, pre-owned sailboat. Looking in the 36-ft range. Prefer Alameda berth. I've had successful partnership before — let's talk! Stan, (415) 689-2634.

**O'DAY 39-FT PARTNERSHIP.** Looking for partner to share expenses for fully-equipped O'Day 39'. Boat in mint condition. 4 sails, full spinnaker gear, tri-cabin layout, no money down. Tom Lane, (415) 527-9700, ext. 221.

**INVESTOR OR PARTNER.** Owner of 30' 2-story China Basin S.F. houseboat needs help financing concrete hull/pontoons: 8-15K. Secure berth. Good investment return. For sale as-is, 40K/B.O. 658-4752. (Attn: J. Speer, lost your number, please call.)

**SAIL AN ISLANDER 32** one week per month for only \$275. Berthed in Alameda, *Getaway* is equipped with roller furling, dsl, wd/wp, stereo, plus much more. All in great condition. Total cost \$275/month. No down. (408) 446-5297 or (415) 949-1794.

**PARTNERSHIP.** Professional couple, 40, looking for same to purchase one-half interest in new or used 36'-40' Pilothouse sloop. Estimated down payment \$5,000-\$7,000 plus \$500-600 per month per couple. (415) 579-7728.

**PARTNERSHIP.** 1/4 or 1/2 interest in 44' f/g cruising sloop. Ready for South Pacific, New Zealand. Also Bay racing. 1/4 share \$12,500. (707) 938-1850.

**FOR SALE OR 1/2 PARTNERSHIP.** 1975 Cal 2-27. Diesel, new bottom, mast rework w/internal halyards, 7 winches, 2 self-tailers, new North inventory 2/87, 2 spinnakers, new standing rigging, 8' Achilles. All cruise gear, sunshade, etc. \$23,500. (415) 825-2969.

**1/3 INTEREST IN ISLANDER 28.** Berkeley Marina berth near the yacht club. Excellent condition. Wheel, 4 sails. Atomic 4. \$5,000 + \$170/mo. (415) 254-1301 days or (415) 254-7270 evenings.

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**J/24 1/3 SHARE.** \$3,500 buy-in. \$90 a month. Call Torben, (707) 765-9523.

**NEW MacGREGOR 65.** Deluxe equipped for offshore, racing and fun sailing the Bay. Charter income potential. 25% of ownership group for sale. \$15,000 buy-in plus \$450 per month group operation fee. Phone (415) 523-9292.

**OUFOUR 27.** French quality from La Rochelle. New Hogan main, 110, spinnaker. Volvo dsl, Achilles inflatable. VHF, depth, knot. Dark blue hull. A beauty. 1/3 share = \$2,500 + \$160/mo. (415) 652-7078.

## CREW

**CREW WANTED.** M/F. Cruise Mexico, Caribbean and beyond. Mature, non-smoker. Offshore experience preferred but not essential. Call George (415) 788-5440 or write 566 Vallejo St. #11, S.F., CA 94133.

**CREW.** Male, 31, experienced Bay & bluewater sailor available for Bay sailing & boat maintenance weekends/holidays. Write or call Michael, 1900 Gough St., #104, S.F. CA 94109. 441-6467.

**RACING CREW WANTED.** Pretorien 35 (French Swan). Must be committed, basic skills & gear required. Light maintenance assist. Seeking experienced foredeck crew. Late Midwinters & YRA seasons. Call Marv after 6 p.m. (415) 334-1387. Richmond berth.

**SWM, 55, NON-DRINKER, SEEKS SW or OF,** 32-42, non-drinker, no dope, for cruising & companionship. Bay cruising year-round on 37' sailboat. Reply to: P.O.B. 701, Alameda, CA 94501. Picture & experience in first letter appreciated. Prompt & informative letter with picture to all respondents.

**CREW POSITION WANTED.** Responsible, energetic, 29-yr-old male, boat repair specialist, with offshore sailing experience, desires crew position to Hawaii and/or So. Pacific departing summer/fall '89. Will share expenses. Michael Heiner (415) 499-8575.

## USED GEAR

**STOVE HILLERANGE.** 3-burner with oven, all stainless, gimbaled, includes pressure tank, 3 years old: \$275; Atomic 4 exhaust system, all stainless, 2 years old: \$250. Brad, (415) 796-9868 after 6 p.m.

**FOR SALE:** Aries windvane, s.s. water muffler, Ritchie compass w/compensators, steering quadrant, Taylor 2-burner kerosene stove, Marschal 35 amp alternator, 2 sheet winches, assorted wooden rigging blocks. (415) 865-8861.

**SPINNAKER.** Can't tell from new. Approx. 8 hours use on 1.5 oz. spinny. J=12'; l=38; 6=1.8x12=21.6. 818 sq.ft. Two shades blue, lt. green, white. Pineapple made. Cost \$2,200 new. 284-2565.

**HYDRAULIC STEERING.** Wagner B4 Helm Pump & N80-300 cylinder, both unused, excellent condition: \$1,200/offer. Main sail: Heavy-duty, 12 oz. dacron, luff 47'5", foot 18'9 1/2", leech 51'0", 2 sets of reef pts., replacement cost \$2,800. \$600/offer. (415) 494-3285.

**BEAUFORT 4-MAN LIFERAFT** with survival pack and EPIRB in hard case. New in 1985; reinspected 1987. \$1,400. Avon Redcrest inflatable with motor bracket. \$350. Bob Warfield, eves. (415) 457-4901.

**SPINNAKER POLE.** 25', 5 1/2" diameter. Complete with bridle and end fittings. Used TransPac '87. Great bargain. \$550. 331-2806.

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**COLE** fireplace, brass shell, double chimney, stainless deck cap, 1st class: \$125. Small f/g sailing dinghy w/oars: \$100. (415) 522-5730. Before 10 a.m. or after 8 p.m. Need Sharp Seapilot autopilot parts — help!

**ATOMIC 4.** Winter project? The 30 hp in-board you have wanted to replace that outboard and cheaper than an outboard! Diesel for cruising took her place. \$495/OBO. (415) 655-8452 or (408) 946-6184.

**OLSON 30 SAIL.** 1980 Dacron main by North. Good cruising or delivery sail. Make offer. (415) 423-8150.

## JOB OPPORTUNITIES

**BOATBUILDER.** Exciting opportunity for boatbuilder experienced in all phases of construction. Project involves completion of high quality semi-custom Ted Brewer designed 47' fast cruising sloop at new factory in Concord, CA. New GRP hull and deck with keel being shipped from Maine in late February. Excellent full-time opportunity can lead to your own business. Employment will also be available for two conscientious, but less experienced, workers with an interest in boatbuilding. For more information, call (415) 376-5252.

**BOAT YARD OPPORTUNITY.** Work directly with owner to learn complete operation of small but efficient haulout yard, repair shop and marine store located at Des Moines Marina just south of Seattle, WA. Successful training could lead to supervisor position and percentage. Position requires previous yacht repair experience backed by references plus the ability to work well with customers and fellow employees. Call Vern Day at (206) 878-4414 or send resume to 22501 Dock St. So., Des Moines, WA 98198.

**IMMEDIATE OPENINGS AT WEST MARINE PRODUCTS.** The Oakland store has openings for a clothing salesperson & cashiers. The Sausalito store has openings for cashiers, full & part-time hours, will train. Excellent company benefits & opportunities. Call John at the Oakland store, 532-5230; Bob in Sausalito, 332-0202.

## MISCELLANEOUS

**WANT TO SAIL THE SOUTH BAY** on a 40' Cutter? Simply provide secure storage space in Redwood City area for my 23' boat & trailer. Also Sayes Rig Windvane for sale: \$350. Call (408) 980-2065 days; (415) 363-2241 evenings.

**TRADE HOUSEBOAT AND CAL 29** for fast, equipped, f/g cruiser, 36-44'. 14x46' floating home at Gate 61/2 fireplace, 14' ceilings, rents \$750/mo. 74 Cal, great shape, many extras, liveaboard or Bay racer. P.O. Box 2038. Sausalito, 332-3096.

**SO. PACIFIC CHARTS.** For sale: complete set of charts. French Polynesia, Samoa, Tonga, Fiji, New Zealand. Purchased new April '86. Half price. List available. Write 6512 Skyfarm Dr., San Jose, CA 95120.

**WINTER OLYMPICS?** Trade Bend, Oregon 3-bdrm, 2 bath 14x70 mobil on 1/3 acre. 240' from river with access, 10 mins. downtown, 40 to skiing. Listed \$24,500. Would like 28'-32' sailboat. Other Washington, Oregon properties also. (503) 281-5968. Let's talk!

**1981 TRAILRITE TRI-AXLE SAILBOAT TRAILER.** Why pay monthly dock fees, haulouts, blisters, or Mexico transportation costs? Can handle up to 34' fixed keel sailboat 15,000 G.V.W. Many extras. \$2,900. Call Steve, days (415) 573-3328; eves. 593-9547.

**WATERFRONT PROPERTY ON MATS MATS BAY,** Admiralty Inlet, Puget Sound. 100-ft by 300-ft with boat mooring buoy on owned connecting tide lot. Well and septic system in place. A bargain at \$65,000 with terms to right buyer. (206) 437-2781.

**TRAILER FOR 'DRY SAILING'.** Originally for Santa Cruz 27 (i.e., designed for fin keel ultralight approx. 3,000 lb.). 1978 Trailcraft, single axle. Surge brakes. Recent anticorrosion black paint. Best offer. Call Gunnar at (415) 323-2029.

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### NON-PROFIT

**OLSON 30 FLEET.** Active racing fleet wishes to make contact with other Olson 30 owners & potential owners. Planning some lighter activities. Contact fleet secretary: Al Holt, P.O. Box 2162, Livermore, CA 94550.

**GAY YACHT CLUB.** Barbary Coast Boat Club. (415) 237-1213.

### WANTED

**WANTED: STUDIO/LIVEABOARD/SHARE** in Sausalito. Female. Non-smoker. I love light, fresh air & sailing! 1 February deadline. Call (707) 938-0574 after 12 January '88.

**WANTED:** 60-lb. CQR, inflatable with keel/wooden transom, flexible solar panels, radar reflector, whisker pole, 20-lb. vertical propane tank, 1/2" lexan. For sale: 400' 3/8" pc chain \$2 ft. 30 gal. S.S. tank. (415) 835-4926.

**36-FT OR OVER, SAIL LIVEABOARD SOUGHT** by non-smoking, non-drinking businessman, 45. Will maintain boat & post security deposit equal to insurance deductible. Month to month rental OK. Flexible rent range. Call Jim, days (415) 397-5984.

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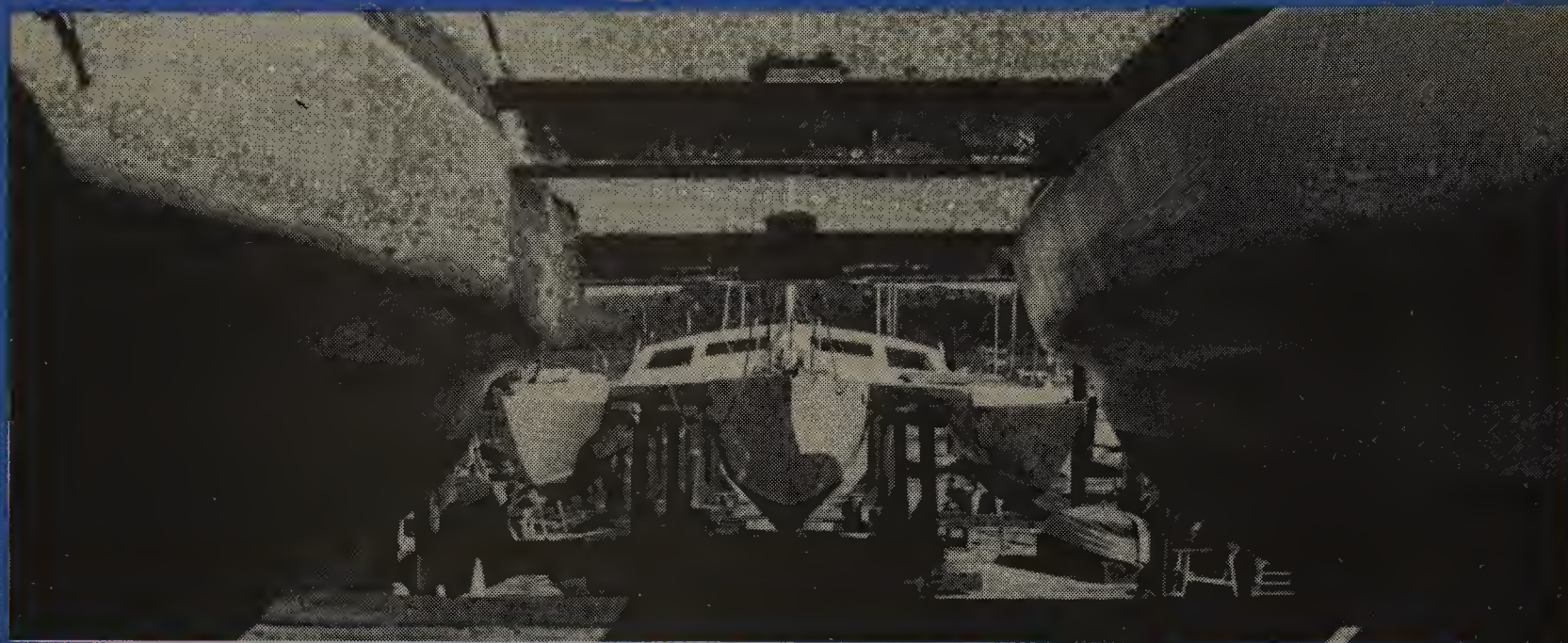
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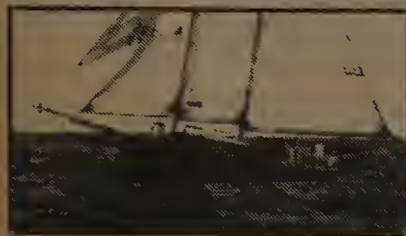
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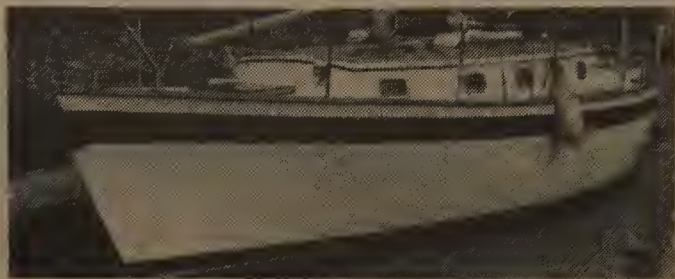
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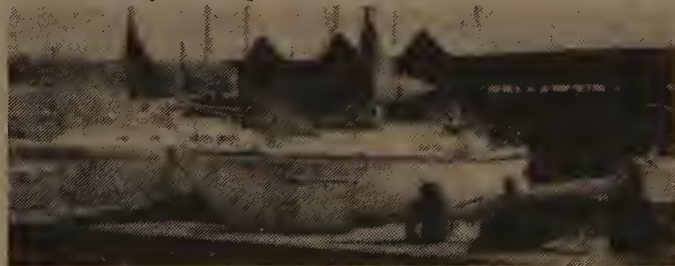
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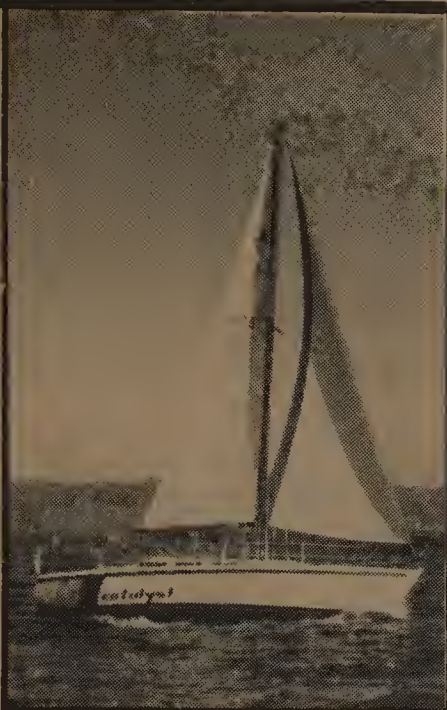
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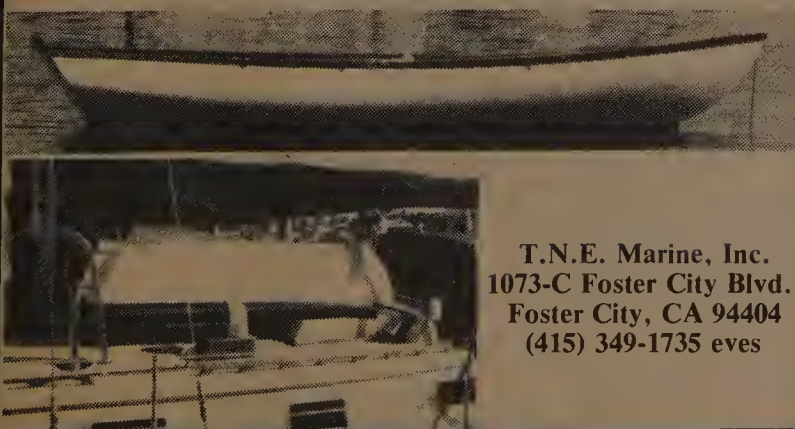
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45' LANCER POWERSAILER '83. Twin dsls, electronics. & more. \$149,000  
41' MORGAN OUTISLAND '78. Cruising ketch w/Perkins dsl, dodger, refrigeration & lots more gear. \$85,000  
40' NEWICK CSTM CATMRN '83. Wing mast, West sys, TransPac vet. \$96,000  
40' PASSPORT. Rare on used market. Forward head layout. \$149,500  
39' FOLKES '83. Steel cutter, well-equip for offshore cruising & liveaboard comfort. Dinghy, raft, propane, etc. \$69,000  
39' FREYA '78. Well rigged cruising cutter, Yanmar, vane, etc. \$79,500  
38' CUSTOM SLOOP '81. Canadian built Huntingford dsgn. Much cruising gear. \$79,500  
37' SOVEREL '72. Super cruising slp. DS, vane, SSB, Loran + more. \$25,000  
36' PEARSON '73. Masthead sloop with 14 sails, Westerbeke dsl, wheel, liferaft and more. Sturdy and well rigged. \$51,500  
36' ISLANDER '74. Wheel, Signet electronics, clean. Great Price!  
36' YAMAHA '81. (7) sails, hydraulics, whl, electronics, Clean. Inquire  
35' CHEOY LEE LION '66. Volvo dsl. Elegant lines. \$39,000  
35' LUCAS CUSTOM '82. Cstm aluminum racer w/super inventory. \$65,000  
35' MAGELLAN '66. Mahogany planked aft cabin sloop w/S.F. berth. \$29,000  
34' WYLIE '80. Dsl, Loran, (9) sails, autopilot and more. \$49,500  
33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. \$49,950  
33' PETERSON '78. Well equip 3/4 ton racer-cruiser. Dsl, electr, etc. \$45,000.  
32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! \$35,000  
32' ERICSON '72. (5) sails, Atomic 4, and wheel. \$29,900  
32' VALIANT. Sturdy Perry design; cozy liveaboard. \$62,000  
31' CHEOY LEE OFFSHORE, '69. Ketch with Loran, dodger, plus! \$27,500.  
30' ISLANDER MKII '71. Call for great price!  
30' NEWPORT MKII '77. TillerMaster, race rigged, nice. \$30,000  
30' YANKEE. Sparkman & Stephens design. Call for details  
29' CAL '72. Five North sails, possible S.F. slip. \$23,500.  
28' TRITON. New dodger, vane, and autopilot. S.F. slip. \$18,000  
27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. \$15,500.  
26' COLUMBIA MKII '69. Roomy w/lines led aft. 2 anchors. S.F. slip. \$10,500  
24' REINELL '82. Little used power boat w/S.F. berth included. \$18,000

CALL FOR MANY MORE LISTINGS.

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

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### BROKERAGE

#### SANTANA 35

Race ready, new rig, 1984, new mylar headsails, 3 chutes, standard instruments, radio and new Loran. Asking \$49,000.

#### O'DAY 25

1976, with trailer and electric start 12.5 hp O/B, galley, sleeps 5. Excellent cruiser, shoal draft w/centerboard. Asking \$12,500.

#### CATALINA 30

1975, Atomic 4 gas I/B, jib, main, lapper, VHF, DS, pressure water, shower, sleeps 5, many extras. Excellent condition. Asking \$23,750.

#### LANDFALL 39

1980 cutter, hand-laid fiberglass hull & deck, teak on deck, hydraulic wheel steering in cockpit & pilothouse, Perkins 4-108 dsl, pressure hot/cold water, shower, 4 staterooms, complete galley w/refrigeration. Excellent condition. \$100,000 replacement value. Must sell! Asking \$63,000.

#### 32' COLUMBIA SABRE

1966 racing sloop, great Bay sailer, 5 sails, double berth galley, VHF. Asking \$5,900.

#### COLUMBIA 24

Good bluewater boat in excellent condition. With 15 hp O/B plus 6 sails, fully equipped. Ready for cruising.

Asking \$7,000.

#### ERICSON 27

Yanmar dsl, North sails, roller furling genoa, whl steering; a fresh water boat in bristol condition and loaded with equipment. A bargain at \$24,750 but owner anxious!

Asking \$22,750.

Gale E. Stockdale

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22'	Santana	2 available	'69, '79	frm	4,500.00
25'	Cal		1967		6,900.00
26'	Pearson Commander		1965		6,800.00
27'	Catalina	2 available	'71, '78	frm	16,500.00
26'	Ariel		1963		10,500.00
27'	Vega Sloop		1972		22,000.00
28'	Triton		1963		14,500.00
29'	Cal 2-29		1975		27,900.00
30'	Columbia		1972		25,500.00
30'	Pearson		1978		27,500.00
31'	Mariner 31 Ketch		1971		30,000.00
32'	Traveller	2 available	'77, '79	frm	49,500.00
32'	West sail		1974		40,000.00
34'	Cal 34	2 available	'68, '69	frm	32,000.00
36'	Islander		1976		51,000.00
36'	Luders Yawl	2 available	'76, '77	frm	49,000.00
37'	Endeavour		1980		78,000.00
37'	Irwin Cutter		1980		69,000.00
38'	Bristol 38 Sloop		1968		40,000.00
38'	Pacific 2/38 N.Z.		1978		85,000.00
39'	Freya 39	2 available	'78, '80		79,500.00
40'	Cheoy Lee Midshipman Ketch		1975		79,500.00
41'	King's Legend Cruiser		1985		105,000.00
42'	Pearson 424 Ketch		1980		125,000.00
45'	Garden Porpoise Ketch		1977		145,000.00
51'	Morgan Ol 51		1976		125,000.00
32'	Scheel Sloop		1966		20,000.00
35'	Garden Aux. Cruising Cutter		1979		55,000.00
35'	Cheoy Lee "Lion" Sloop		1956		38,000.00
40'	Sparkman & Stephens Aux. Yawl		1960		45,000.00
40'	Kettenburg K 40		1964		29,000.00
40'	Concordia Yawl		1957		65,000.00
28'	Carver Riviera Cruiser		1985		49,500.00
34'	Hunter Sedan Cruiser		1955		23,500.00
34'	Fairliner 340		1966		22,800.00
40'	Pilgrim		1985		165,000.00
55'	Chris Craft Constellation		1962		115,000.00
63'	Stephens MY		1966		90,000.00

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# BILL GORMAN YACHTS

(415) 865-6151

## SAIL BOAT BROKERAGE

### SAIL STARTERS

20' Newport	4,500
★ 24' C&C	13,500
25' Cal	8,950
25' Catalina	14,900
25' Hunter	12,000
25' US	14,000
★ 27' Catalina	14,950

### BAY & COASTAL CRUISERS

★ 27' Ericson	(3) 19,500
★ 29' Cal	25,900
29' Cal 2-29	25,000
29' Ericson	29,500
29' Ranger	19,800
★ 30' Hunter	30,000
30' Cal 3-30	29,950
★ 30' Ericson +	38,000
★ 30' Cal 9.2	33,000
30' Cal	19,900
30' Pearson 303	49,950
30' Ranger	31,950
★ 32' Islander	43,000
★ 33' Ranger	(2) 34,500
★ 34' O'Day	49,950
★ 34' Wylie	43,000

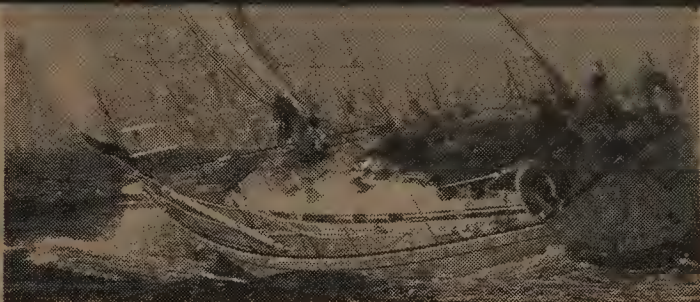
### LIVEABOARD/ CRUISERS

★ 31' Monsun	47,000
35' Ericson	37,500
36' Islander	57,500
★ 36' J/36	85,000
36' Pearson 365 (2)	65,500
★ 37' C&C	99,800
38' C&C Landfall	76,500
★ 38' Pearson 385	125,000
39' Cal Tri-Cab	79,000
39' Cal	76,500
40' Endeavour	105,000
★ 43' Amphitrite	162,500
43' Ron Holland	134,300
44' Peterson	130,000
44' Spencer	139,500
45' Lancer	125,000
48' Cheoy Lee kch	159,000

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Call us for details. Space is limited.



**RH 43'**

A performance cruiser designed by Ron Holland, a top designer for among other boats . . . Swans. This is an impressively fast, eye catching boat with a well laid out, functional deck and, the best deck gear, spars and marine equipment available. This is the one to race to Catalina and Mexico in! The first mate will love it, too! Try \$134,300



**CHEOY LEE LION 35'**

A classic, timeless design that is perfect for the person who loves the richness of wood without the problems of a wood hull. A seasoned sailor's cruiser with the right sail inventory and electronics to catch up to the Baja crowd right now! Seller is anxious and ready to negotiate From \$39,900



**SEA HORSE 36 FBAC Trawler "Bright Moon"**

A semi-displacement Monk design with a particularly pleasing shear. This affordable yacht is perfect for the Bay and offshore. The "asking" price has just been reduced again for the budget minded buyer. You owe yourself another look. Was 79,500. Now \$74,900

Sales:

Tom Plesha  
Jack Meagher

## SAIL BOAT CONTINUED

### TRADITIONAL DESIGNS

★ 30' Alberg	(2) 27,250
★ 30' Cape Dory kch	44,000
30' Hurricane	7,500
★ 32' Traveler	49,500
★ 32' Westsail	(2) 49,950
33' IC	17,000
★ 35' Cheoy Lee Lion	39,900
36' Cheoy Lee	39,900
★ 36' Cheoy Lee	75,000
38' Alajuela	79,000
★ 38' Hans Christian	89,500
40' Mariner kch	68,000

## POWER BOAT BROKERAGE

### TUGS AND TRAWLERS

★ 30' Sundowner	\$62,500
★ 32' Eagle PH	69,500
★ 34' Golden Star	74,950
★ 36' Sea Horse	frm 74,900
39' Chien Hwa	97,800
★ 41' MMC Defever	99,950
41' PT	109,000
42' Grand Banks	155,000
★ 44' Marine Trader	105,000
50' Grand Banks	175,000

### SEDAN & MOTOR YACHTS

★ 25' Sea Ray	\$29,950
26' Sea Ray	29,900
28' Fiberform	24,750
30' Sea Ray	79,500
★ 31' Uniflite	35,500
★ 30' Sea Ray SB	115,000
35' Chris Craft	59,950
35' Viking	99,950
★ 36' Uniflite AC	97,000
★ 38' Bayliner	110,000
38' Chris Craft	174,900
40' Egg Harbor	159,500
★ 43' Viking	169,500



# THE H-BOAT

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A sleek, performance sailing sloop designed and built in Finland.

Only sailed in Tahoe and in storage for 3 years, this boat is maintained to her original immaculate condition. Well, over 1,000 of these fast, Finnish yachts are now sailing. This boat is fully equipped and ready to go. Superb financial arrangements with low down payment on 15 year loan at preferred rate with little or now money down. This boat must be seen. She's perfection defined.

Offered for quick sale by owner.

Replacement value over \$50,000 — **\$16,888**

**Call Jim Skaar at (415) 654-8280**

***My Racing Days Are Over***  
I haven't raced since 1982. It is time to trade in my sail boat for a nice Delta houseboat. So I am offering my Wylie 34 Unlikely equipped as follows:

Two Main Sails  
5.6 oz. 150 jib  
3 oz. 150 jib  
3/4 oz. 150 jib  
Mylar 150 jib  
130 jib  
105 jib  
7.75 oz. 85 storm jib  
1.5 oz. spinnaker  
.75 oz. spinnaker  
.5 oz. spinnaker  
One 1.2 oz. starcut  
One daisy staysail

Equipped for ocean and bay racing

IOR rating 24.9

This boat has not been raced since 1982



*More than \$100,000.00 invested, this boat is offered for immediate sail, with Berkeley upwind berth for \$35,000.*

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## SAUSALITO YACHT SALES



We have one brand new ARIES 32 at our dock ready for immediate delivery and priced at \$59,500 with many extras including main & jib.



This MARINER 36, with an aft cabin layout is comfortable and spacious for living and has proven to be a strong Bay and Ocean sailer. She's fiberglass, 1979 and Perkins diesel powered.

**Try \$67,000**

### SELECTED BROKERAGE

27'	CAL 2-27, 1976, diesel	\$22,500/Others
28'	ISLANDER 28, 2 available, '75 & '78, diesel	\$29,500
29'	BRISTOL 29, 1968, appealing design	\$16,000
30'	ERICSON 30, 1969, new main & roller furling jib	\$25,000
30'	ODYSSEY by Alberg	\$25,000
32'	ARIES 32, cruising gems — several available	from \$34,500
32'	FUJI, 1976, beautifully maintained	\$48,000
32'	MARINER 32, f/g, full keel	\$47,500
34'	CAL 34, 1976, diesel	\$44,000
35'	CUSTOM STEEL sloop	\$55,000/Others
35'	ERICSON 35, 1972, great Bay sailor	38,000
35'	GARDEN ketch, teak hull, diesel	\$37,000
36'	CHEOY LEE Luders, 1976, cruise/liveaboard	\$49,500
36'	ISLANDER 36, popular Bay boat	(3) from \$45,000
36'	PEARSON 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, KM, WD, WS, refrig, gd sail inventory, plus plus	Asking \$65,000
36'	ANGLEMAN, 1977, f/g ketch, full keel	\$55,000
36'	ISLANDER Freeport 36, 1980	\$66,000/Others
37'	ISLANDER, diesel, cruise potential	\$36,000
38'	C&C 38, 1980, lots of equipment	\$76,500
40'	CONCORDIA YAWL, 1957, cherry throughout	\$65,000
41'	NELSON/MAREK, 1982, wheel . . . a winner!	\$95,000
41'	SEA TIGER, ketch, bluewater cruise and liveaboard	\$79,000
42'	PEARSON 424, an outstanding cruising yacht	\$125,000
43'	C&C, 1973, nice layout	\$78,000
44'	LAFITTE 44, 1979, well-maintained	\$147,000
52'	CHOEY LEE M/S, 1982, profes. maintained	\$315,000
62'	LAPWORTH, designed sloop, 1967,	\$295,000

**PLEASE CALL FOR ADDITIONAL POWER & SAIL LISTINGS  
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# MILANO YACHTS

## DISTINCTIVE NEW & PRE-OWNED CRUISING YACHTS

### SAMADHI - TRANSPAC 49 Mk.II



This proven world cruising ketch was built and fitted out in Europe to the most exacting standards with no expense spared. The standing rigging is 316 stainless fitted with Swedish "Hasselfors" hardware. There are 10 bags of sails, 8 winches, a 120hp Ford Lehman diesel, and a 7hp BMW generating motor developing 3 Kva. Navigation equipment includes a Walker Satellite system, Furuno FR360 36 mile radar with alarm,

Auto-pilot, Icom VHF transceiver, 2 compasses, VDO wind and log instruments with repeaters, depth sounder, plus a host of optional extras. Accommodations include a forward stateroom, port stateroom, forward washroom with shower & head, main salon and galley, navigation station, and aft stateroom with ensuite washroom, head & separate shower. The furniture is of teak with high quality accessories, and the cabin sole is teak with holly. The galley includes a propane stove and oven, pressurised hot & cold water plus foot pumps, counter-tops of genuine marble, and extensive locker space. This yacht has been maintained to a very high standard, and will more than satisfy the most discerning buyer. \$190,000

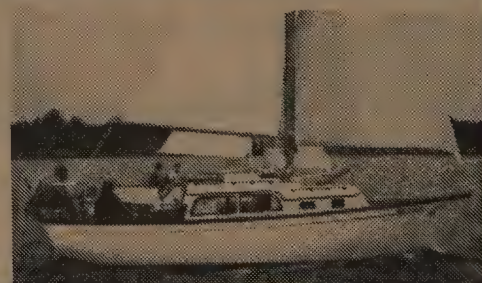


#### RAFIKI 35

This cruise design has all the upgrades including an anxious seller. Dodger, diesel wheel, cored hull, 3 sails a comfortable off shore sailer. Wind vane and auto pilot for long passages.. \$65,000

#### CHEOY LEE 28

Center board sloop Classic cruiser with teak decks, large cockpit and wheel steering. H/C water, dinette, new fabric cushions, FWC Volvo diesel engine and Cheoy Lee quality. \$29,500



#### C & C RACE OR CRUISE

24'C & C 24.....	14,000
26'C & C 26.....	25,000
* 27'C & C 27.....	25,000
30'C&C 1/2 Ton.....	23,000
30'C&C 1/2 Ton.....	18,000
30'C&C 30.....	38,950
* 34'C&C 34.....	54,700
35'C&C 35 MK II.....	49,500
* 36'C&C 36.....	62,500
38'C&C.....	76,500
40'C & C.....	120,000
40'C & C.....	120,000
* 40'C&C 40.....	110,000

#### CLASSIC CRUISERS

* 23'Bear Boat.....	10,500
* 27'Nordic M/Sailer....	20,000
* 38'Alden Yawl.....	68,000
* 60'Pilot Ctr.....	95,000
* 45'Spaulding Cstm.....	99,000

#### OFF SHORE

* 28'Cheoy Lee.....	29,500
* 28'Southern Cross .....	25,900
31'Monsun.....	47,000
* 32'Challenger.....	35,000
32'Challenger.....	39,500
32'Bristol.....	43,900
* 33'Freedom .....	79,000
* 33'Freedom.....	79,000
* 34'Columbia .....	34,000
* 34'Cal.....	31,000
35'Niagara 35.....	89,500
* 35 Coronado .....	48,000
35'Fantasia.....	69,000
35'Ericson.....	40,000
36'Pearson Ketch.....	65,000
* 36'Watkins.....	77,500
* 36'Magellan 36.....	57,500
36' Cutter.....	56,500
* 37'Rafiki 37.....	85,000
37'Trismus.....	45,000

38' DownEast Ctr	79,900
39'Folkes Stl Ctr.....	69,000
* 39'Lancer 39 M/S.....	94,000
* 40'S/S Custom 40....	130,000
* 41'Cheoy Lee .....	99,500
* 43'Kettenburg 43.....	62,000
45'Explorer.....	110,000
* 46'Formosa 46.....	99,500
46'Morgan 46.....	150,000
47'Cheoy Lee .....	98,500

#### COSTAL CRUISERS

28'Islander .....	30,000
* 29'Ranger.....	21,900
30'Ericson .....	27,000
* 30'Isl. Bahama 30.....	39,500
* 32'Ericson.....	29,850
* 33'Inter.1 Design.....	17,000
33'Yamaha.....	37,000
34'Hunter 34.....	49,500
35'Bristol 35.5.....	70,000

#### STARTERS

* 25'Capri.....	8,500
25'Catalina.....	14,900
* 25'Ericson.....	13,500
25'O-Day 25.....	\$11,000
25'Pac. Seacraft.....	18,000
* 26'Columbia MK II.....	7,500
* 26'Dawson 26.....	18,000
* 26'Pearson.....	9,000
27'Cal 2-27.....	16,500
27'Cal 2-27.....	24,000
* 27'Catalina.....	11,000
27'Catalina.....	14,500
* 27'Catalina.....	15,500
27'Catalina 27.....	\$15,000
* 27'Coronado .....	9,500
27'Sun 27.....	17,000
* 28'Newport .....	20,000
29'Ericson.....	25,700
* 30'Catalina.....	35,000
30'Islander MkII.....	28,000
30'Pearson 30.....	26,800

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# KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor

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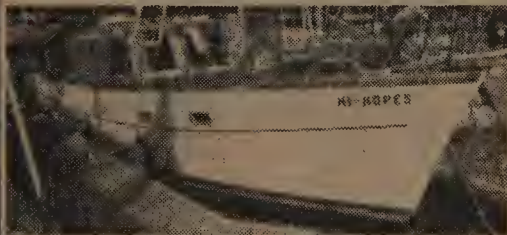
## (415) 456-1860



**44' LAFITTE** cutter '79. Excellent bluewater cruiser with radar, inflatable with o.b. Rod rigging & much more. **\$144,950/Offers.**



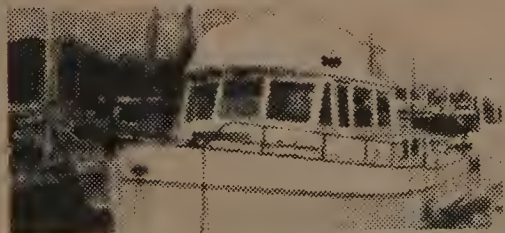
**35' PEARSON-ALBERG** sloop. Tradition in fiberglass. Wheel steering, diesel, down-wind poles. **\$33,000/Offers.**



**33' TRADEWINDS M/S.** 55 hp diesel. A boat with character. Sturdy, comfortable cruiser. Well proven. Owner anxious. Inquire.



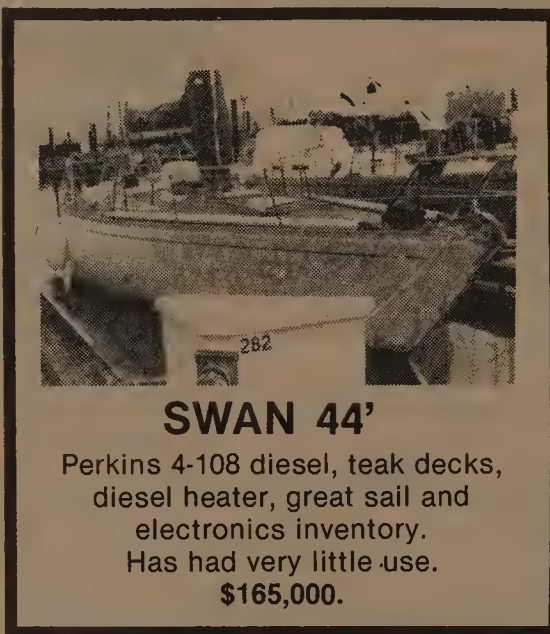
**HERRESHOFF 30' ketches** by Far East Yachts. Modified from famous H-28. Proven to be an excellent cruiser and all around performer. **Two from \$23,500.**



**36' GRAND BANKS** Aft cabin trawler. Twin Lehman 120hp dsls, generator, refrigeration, excellent liveaboard. Covered berth. **Asking \$48,000.**



**35' VINDO, 1984.** Equipped for cruising with radar, Weatherfax, Loran, AP, refrigeration and much more. Call for more information.



### SWAN 44'

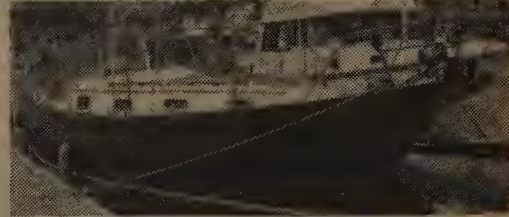
Perkins 4-108 diesel, teak decks, diesel heater, great sail and electronics inventory. Has had very little use. **\$165,000.**



**22' GARDEN** gaff rigged cutter. Diesel in-board, Tanbark sails, immaculate in every way! "The best of its kind I've seen" ... — William Garden. **\$16,760.**



**26' CHRIS CRAFT** Commuter. This rare model is all original and has been well-maintained in covered berth. Collectors item! **\$15,000/Offers.**



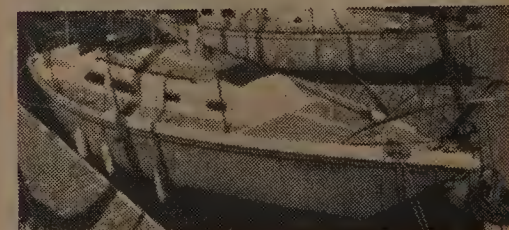
**40' VAN DER STADT "Trintella"** ketch. European style cruiser. TransAtlantic veteran. Loaded. **Try \$65,000.**



**31' CHEOY LEE** Offshore ketch. Cheoy Lee quality, easy to maintain fiberglass hull with the classic wood looks. Good deal at **\$28,000.**



**30' TAHITI** ketch. Extremely sturdy, comfortable cruiser. This design has sailed all over the world. **Asking \$23,000.**



**29' ERICSON.** Well-equipped for Bay cruising. Wheel steering, roller furling jib, inflatable dinghy. Clean. **\$23,500/Offers.**



**23' VASHON** Trawler. 1983, 25hp diesel, VHF, DS, AP, sleeps two, 6'4" headroom. **Asking \$16,000.**

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## *THE NEW EXPRESS 37\**

*For those of you who have wanted to enjoy the Express 37's superb sailing characteristics, unmatched versatility, strong one-design fleet, uncommon construction, and limited lifetime warranty, but required more privacy below and more storage on deck — we have your new boat!*

### BELOW:

All new oak and ash cabinetry in main salon.

All new nav station with cushioned seat and increased storage for books, charts and electronics.

Private aft cabin with large double berth, seating area, and substantial storage space in lockers, bins, and elegant ash and oak cabinetry.

Private stateroom forward with dramatically increased storage space in elegant oak and ash cabinetry.

Large U-shaped galley with double stainless steel sinks, excellent storage for dishes, utensils and provisions.

### ON DECK:

One very large self-draining lazarette for gear.

One large insulated, self-draining lazarette which may be used as a "day box" ice chest.

Cockpit seat locker large enough for sails.

Draining anchor locker on deck.

No change to rig on underbody effecting one-design status

\*The 37 is available with the classic open interior or the new interior

**See Your New Express 37**  
**At The Moscone Center Boat Show, January 2-10, 1988**

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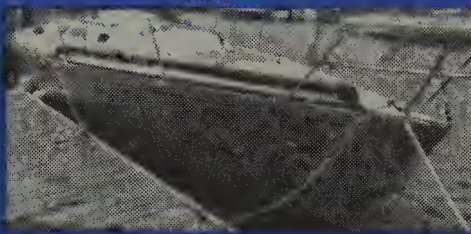
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## EXPRESS

37. Never raced but ready to go. Asking only \$95,000 or offers.



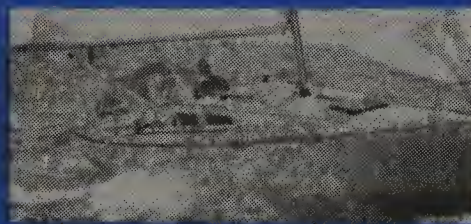
## NORDIC 40.

Excellent condition, ideal live-aboard layout. Major price reduction to \$139,000.



## OLSON 30.

Used very little plus a new paint job. A steal at \$16,950.



## C T 44.

Modern cruiser set up for ease of handling. Very reasonable price of \$108,000.



## S-2 26'.

Retractable keel, trailer. Great racer/cruiser. Asking only \$21,950.



## VALIANT

32. Sturdy cruiser set up for single-handed sailing. Make offer.

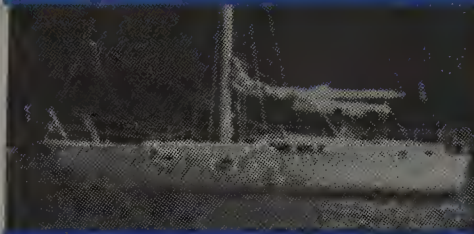


SAIL	
28' LASER	34,500
28' ISLANDER	25,000
29' BRISTOL	37,500
29' CAL	25,950
29' ERICSON	21,000 ★
30' ISLANDER MKII	19,900
30' IRWIN Citation	36,000
30' CARTER	33,000
30' CAL 3-30	24,900
30' MORGAN MKII	28,000
30' ERICSON	38,000
30' CAL 9.2	33,000
31' CHEOY LEE	24,900
32' ISLANDER	45,000
33' TARTAN TEN	24,000
33' WYLIE	35,000
34' WYLIE	48,500
35' COLUMBIA	37,000 ★
35' SANTANA	55,000
35' ERICSON	33,000
36' LANCER	64,500 ★
36' ISLANDER	54,000
36' CRUISING Ketch	55,000
36' PEARSON	49,000
37' SOVERAL	25,000
38' FARALLON CLIPPER	35,000
38' C&C	76,500
38' PEARSON	120,000
38' FARR	76,500
39' FREYA	79,500
39' CAVALIER Sloop	115,000
39' WESTSAIL	79,900
40' CHALLENGER	84,500
40' MORGAN Ketch	50,000
40' COLD-MOLDED Sloop	79,500
40' PEARSON	70,000
41' NEWPORT	85,000
41' MORGAN O/I	85,000
41' FRERS	110,000
41' PETERSON Race Slp	99,950
41' NELSON/MAREK	95,000
42' PORPOISE Ketch	110,000 ★
42' DUBOIS	89,500
43' AMPHITRITE	162,500
44' PETERSON	110,000
45' LANCER	149,000
46' PETERSON	135,000
46' MOTORSAILER	150,000
47' S&S Custom Slp	59,500
48' PILOTHOUSE Ketch	250,000 ★
50' SANTA CRUZ	169,000
55' CRUISING Ketch	125,000
101' NEVINS	300,000
108' ISLAND Trader Aux	1,150,000
POWER	
30' CLASSIC Fairchild	44,750
34' RIVA	125,000
34' CHIN WHA Trawler	48,000
40' RAISED Deck MY	95,000
41' MOTOR Yacht	159,500
41' HATTERAS MY	85,000
42' PRESIDENT SF	160,000
42' SUNDECK MY	165,000
42' HATTERAS LRC	169,000
42' UNIFLITE	170,000
43' HATTERAS MY (2)	169,000
44' PACEMAKER SF	129,000
48' NORDIC	329,000
48' GULFSTAR	350,000
50' GRAND BANKS	175,000
52' BLUEWATER	150,000
55' STEPHENS Cruiser	125,000
57' DAYTONA YF	295,000
58' HATTERAS MY	250,000
61' HATTERAS MY	750,000
63' FLYBRIDGE MY	290,000
70' HATTERAS CMY	895,000
96' BROWARD MY	585,000

★ SAN FRANCISCO BERTH INCLUDED

## GULFSTAR

40. Ideal cruiser with aft cabin. Seller wants offer. Only \$64,950.



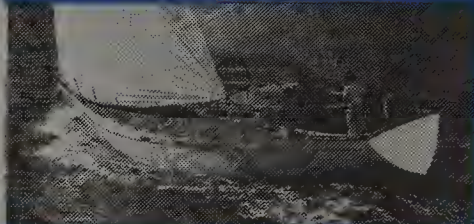
## SWAN 441.

Immaculate condition and well equipped. Try under \$200,000.



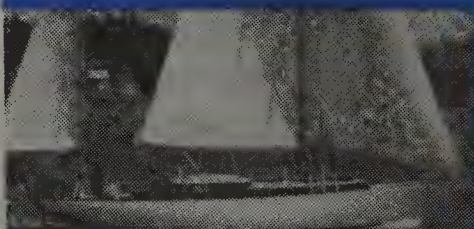
## CHEOY LEE

48. Fantastic center cockpit ketch. Best buy anywhere at \$119,000.



## 53' YAWL

'ZAIDA'. S&S design built to the highest standards. Bring us your offer.



## MORGAN

51. Loaded with gear and priced below market at \$179,000.



## C&C 43.

Absolutely the most boat for the least amount of money. Only \$78,000.

